RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP ____ AND MP ____ S.P. TRAIN ORDER NO. _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT ____ M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN ____. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. ____ BETWEEN MP ____ AND MP ____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman's Response

"SP TRAIN ORDER NO. ____ BETWEEN MP ____ AND MP ____, ... MPH O.K."

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41″	87.8	1′11″	50.7
42″	85.7	1′12″	50
43″	83.7	1′13″	49.3
44″	81.8	1′14″	48.6
45″	80	1′15″	48
46″	78.3	1′16″	47.4
47″	76.6	1′17″	46.8
48″	75	1′18″	46.2
49″	73.5	1′19″	45.6
50″	72	1′20″	45
51″	70.6	1′25″	42.4
52″	69.2	1′30″	40
53″	67.9	1′35″	37.9
54″	66.7	1′40″	36
55″	65.5	1′45″	34.3
56″	64.3	1′50″	32.7
57″	63.2	1′55″	31.3
58″	62.1	2′00″	30
59″	61	2′15″	26.7
1′00″	60	2′30″	24
1′01″	59	2′45″	21.8
1′02″	58.1	3′00″	20
1′03″	57.1	3′30″	17.1
1′04″	56.2	4′00″	15
1′05″	55.4	5′00″	12
1′06″	54.5	6′00″	10
1′07″	53.7	7′00″	8.6
1′08″	52.9	7′30″	8
1′09″	52.2	8′00″	7.5
1′10″	51.4	10′00″	6

SOUTHERN PACIFIC COMPANY

SAN JOAQUIN DIVISION SPECIAL INSTRUCTIONS

NO. 15

EFFECTIVE OCTOBER 30, 1966
AT 12:01 A.M.,
PACIFIC STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

M. A. McINTYRE,
General Manager.

R. D. SPENCE,
S. B. BURTON,
Assistant General Managers.

J. P. GRIFFIN,
General Superintendent of Transportation.

J. J. WILLIS,
Superintendent of Transportation.

W. C. MORRIS,
Superintendent.

SOUTHERN PACIFIC MEMORIAL HOSPITAL, INC.

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Fresno	Dr. Fred E. Cooley	District Physician & Surgeon
Fresno	Dr. H. R. Kennett	District Physician & Surgeon
Fresno	Dr. Richard H. Smiley	District Physician & Surgeon
Fresno	Dr. Ronald D. Smith	District Physician & Surgeon
Fresno	Dr. Russell A. Donald	Oculist
Fresno	Dr. Gerald Mon Pere	Aurist
Fowler	Dr. H. W. Nielsen	District Physician & Surgeon
Selma	Dr. Robert W. Berg	Emergency Surgeon
Kingsburg	Dr. Evald A. Larson	District Physician & Surgeon
Kingsburg	Dr. Roland D. Stucky	District Physician & Surgeon
Tulare	Dr. W. C. Zink	District Physician & Surgeon
Delano	Dr. John R. Montgomery	District Physician & Surgeon
McFarland	Dr. William Wheaton	District Physician & Surgeon
Bakersfield	Dr. Robert J. Douds	District Physician & Surgeon
Bakersfield	Dr. W. P. Matt	District Physician & Surgeon
Bakersfield	Dr. H. C. Wong	District Physician & Surgeon
Bakersfield	Dr. W. F. Casteen	Oculist & Aurist
Bakersfield	Dr. Frederick J. Miller	Oculist & Aurist
Bakersfield	Dr. Harry A. Tyerman	District Physician & Surgeon
Bakersfield	Dr. K. G. Wong	District Physician & Surgeon
Bakersfield	Dr. Charles E. Owens	Consulting Surgeon
Tehachapi	Dr. H. L. Schlotthauer	District Physician & Surgeon
Mojave	Dr. H. L. Schlotthauer	District Physician & Surgeon
Lancaster	Dr. Dale A. Strawn	District Physician & Surgeon
Lancaster	Dr. John Hoczko	District Physician & Surgeon
Palmdale	Dr. H. H. Snook	District Physician & Surgeon
Newhall-Saugus	Dr. E. Collins Innes	District Physician & Surgeon
San Fernando	Dr. W. G. Case	District Physician & Surgeon
Independence	Dr. Walter Wilson	District Physician & Surgeon
Ridgecrest	Dr. Thomas A. Drummond	Emergency Surgeon
Bishop	Dr. Evan E. Knecht	Emergency Surgeon
Clovis	Dr. C. I. Pendergrass	Emergency Surgeon
Visalia	Dr. Robert Rohn	District Physician & Surgeon
Hanford	Dr. Arthur Ziesmer	District Physician & Surgeon
Lemoore	Dr. Floyd E. Lees	District Physician & Surgeon
Sanger	Dr. James Giovacchini	District Physician & Surgeon
Reedley	Dr. M. C. Habegger	District Physician & Surgeon
Dinuba	Dr. Bert A. Hoffman	Emergency Surgeon
Exeter	Dr. Richard V. Hickman	District Physician & Surgeon
Strathmore	Dr. J. R. Fillmore	Emergency Surgeon
Lindsay	Dr. H. G. Campbell	District Physician & Surgeon
Porterville	Dr. Richard F. Brady	District Physician & Surgeon
Tracy	Dr. J. E. Longley	District Physician & Surgeon
Tracy	Dr. John C. Kimball	District Physician & Surgeon
Tracy	Dr. H. L. McClelland	District Physician & Surgeon
Tracy	Dr. J. V. Hume	District Physician & Surgeon
Stockton	Dr. Henry F. Quinn	District Physician & Surgeon
Stockton	Dr. Andrew C. Blossom	District Physician & Surgeon
Stockton	Dr. J. R. Powell	Oculist & Aurist
Stockton	Dr. Harold Marks	Dermatologist
Stockton	Dr. W. H. Plageman	Oculist & Aurist
Lodi	Dr. L. J. Peterson	District Physician & Surgeon
Lockeford	Dr. N. P. Barbour	Emergency Surgeon
Ione	Dr. L. B. Gallagher	Emergency Surgeon
Galt	Dr. V. E. Greer Jr.	Emergency Surgeon
Manteca	Dr. B. E. Taylor	Emergency Surgeon
Ripon	Dr. Gilbert Den Dulk	Emergency Surgeon
Modesto	Dr. E. K. Fawcett	District Physician & Surgeon
Modesto	Dr. Robert Porcella	District Physician & Surgeon
Turlock	Dr. J. W. Collins	District Physician & Surgeon
Livingston	Dr. J. J. Wolohan	Emergency Surgeon
Atwater	Dr. Arthur P. Harris	District Physician & Surgeon
Merced	Dr. William E. Fountain	District Physician & Surgeon
Merced	Dr. Shelby M. Hicks	District Physician & Surgeon
Chowchilla	Dr. H. O. Leff	Emergency Surgeon
Patterson	Dr. Albert H. Anderson	District Physician & Surgeon
Crows Landing	Dr. Albert H. Anderson	District Physician & Surgeon
Newman	Dr. J. E. Thompson	District Physician & Surgeon
Gustine	Dr. Ben R. Leonard	Emergency Surgeon
Los Banos	Dr. Leo J. Lymp	District Physician & Surgeon
Dos Palos	Dr. Paul F. Smith	District Physician & Surgeon
Firebaugh-Mendota	(Appointment Pending)	
Kerman	Dr. Albert Chaffin	District Physician & Surgeon
Riverdale	Dr. R. A. Hunt	Emergency Surgeon
Madera	Dr. Thomas Klein	District Physician & Surgeon
Sacramento	Dr. A. F. Wallace	Division Surgeon
Sacramento	Dr. Bertram A. Daley	District Physician & Surgeon
Sacramento	Dr. Carl Haller	District Physician & Surgeon
Sacramento	Dr. G. A. Prisinzano	District Physician & Surgeon
Sacramento	Dr. Norbert J. Fahey	District Physician & Surgeon
Sacramento	Dr. M. M. McArthur	District Physician & Surgeon
Sacramento	Dr. Donald S. Depp	Oculist
Sacramento	Dr. John Kassis	Aurist
Sacramento	Dr. Martin Asch	Dermatologist
Roseville	Dr. Louis E. Jones	District Physician & Surgeon
Roseville	Dr. J. F. McAnally	District Physician & Surgeon
Roseville	Dr. Norbert J. Fahey	District Physician & Surgeon
Roseville	Dr. Marion M. McArthur	District Physician & Surgeon
Roseville	Dr. Kelvin Lindgren	Aurist

Note.—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital	San Francisco
Emergency Hospital	Sacramento
Emergency Hospital	West Oakland
Emergency Hospital	Fresno
Emergency Hospital	Bakersfield
Santa Fe Hospital	Los Angeles

WATCH INSPECTORS

San Francisco, K. I. Dunlap, Manager of Time Service

Fresno	G. E. Crain, 4221-B East Shields
Fresno	Bernard V. Tooms, dba Tooms & Lewis Jewelers, 933 Fulton Street
Exeter	Kelly A. Sutton, 189 E. Pine St.
Tulare	Jack Farrar, 122 South "K" St.
Hanford	Rasmussen's Jeweler
Visalia	Sam A. Jansen
Porterville	Mac Williams, dba William's Jewelers, 164 North Main Street
Bakersfield	Lane's Jewler, 970 Baker St.
Bakersfield	American Jewelry Co., 20th & Eye St.
Tehachapi	Earl's Jewelry, 200 South Green St.
Mojave	Jim Schooler, 2341 Inyo St.
Lancaster	Herbert's Jewelers, 748 West Lancaster Blvd.
San Fernando	Ben Levitt Jewlers
Glendale	J. J. Seltzer, Parr's, 102 East Broadway
Los Angeles	Merit Watch Company, Room 919, 610 So. Main St.
Los Angeles	Charles F. Weir, 3161 Glendale Blvd.
Los Angeles	Joseph J. Tholt, 598 West Ave. 28
Los Angeles	Clayton W. Riggs, 4944 Huntington Drive, South
Sacramento	Grebitus & Sons, 1108 "J" St.
Roseville	Verne Martin, 245 Vernon St.
Stockton	W. K. Banks & Son, 111 North San Joaquin Street
Lodi	Donnell Guptill, 22 South School St.
Tracy	L. H. Jolley
Tracy	Silva's Jewelry, 901 Central Ave.
Manteca	C. A. Porterfield, 137 Maple Avenue
Newman	Beall & Brown Jewelers
Los Banos	Machado's, 1044 6th St.
Madera	T. H. Elliott, 348 E. Yosemite Ave.
Modesto	Shoemake's, 1323 Jay St.
Turlock	Hall's Jewelry

RULE A. Employes must know they have in their copy of Rules and Regulations of the Transportation Department effective July 1, 1960, page revisions listed on page 1 revised April 1, 1961.

RULE M. Employes are prohibited from getting on top of any house or other box cars not equipped with a roof running board except when necessary to make repairs.

Employes may ride on roof of cars equipped with roof running board when necessary during switching operations, but must not cross from the roof of one car to another while in motion.

Employes are warned that it is dangerous to ride on side of cars or on top of cars during switching operations while passing points where impaired clearance exists, and they must protect themselves from injury.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 10-H. On all branches except the Exeter Branch and between MP-380.47 and MP-422.00 on the Lone Pine Branch, and between MP-112.12 and MP-125.46 and between MP-127.12 and MP-131.14 on the Ione Branch, when a yellow signal is required it will be displayed to the right of track in direction of approach one-half mile instead of two miles from structure or track over which speed of trains must be restricted.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restriction tables will indicate permissible speeds between mile post locations named.

RULE 15. On all branches except the Exeter Branch, and between MP-380.47 and MP-422.00 on the Lone Pine Branch, and between MP-112.12 and MP-125.46 and between MP-127.12 and MP-131.14 on the Ione Branch when a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile instead of two miles beyond the torpedo and the yellow signal.

RULE 19. AT&SFRy trains will use markers with yellow lens instead of green lens and yellow aspect will be considered the same as green aspect.

Last sentence of Item (5) reading: "Red light must be extinguished and green light displayed when train has stopped clear of main track to be met or passed by another train outside of block system limits."
IS CANCELLED.

RULE 21-B. AT&SFRy extra trains with engines not equipped with train indicators are not required to display two white flags by day or by night for identification.

RULE 26. On diesel fueling tracks, a blue light will not be attached to reflectorized blue "Men At Work" signs when displayed at night.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except Train No. 52 is superior to Train No. 54, Tracy Depot to beginning CTC.

RULE 98. Cars must not be kicked, dropped or shoved over railroad crossings not protected by interlocking, unless movement is protected.

RULE 105. Sidings designated "E" are assigned for use by eastward trains, those designated "W" are assigned for use by westward trains.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 206. 2nd paragraph is revised to read:

"When an engine of another railroad is used, except SSW Railway (Cotton Belt), the initials of that road must precede the engine number, thus: EXTRA GN 5002 EAST."

RULE 206-B. When rubber stamp and printed train order form are used for issuance of Form Y train order, train dispatcher after recording form in train order book with stamp is required to write and transmit only the order number, addresses, mile post locations, stations, times and dates. Train order operators using the printed form for such train orders are required to copy and repeat only that portion of the order transmitted by the train dispatcher.

RULE 220-A. Revised as follows:

"Train orders relating to track conditions and Form Y train orders, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received.

"Other train orders received by a train may be made applicable to an additional trip by issuance of an order reading 'RESPECT ORDER NO. —', or adding these words to the order creating the train for the additional trip."

FORMS OF TRAIN ORDERS. Form G, last paragraph, is revised as follows:

"When an order, Form G, is fulfilled or annulled, other forms of orders held by the extra so created, except Forms K, V, Y and train orders relating to track conditions, are also made void."

RULE 221. Light will not be displayed in train-order signals on all branches, except when train-order operator is on duty.

RULES 281 and 285. Movements against the current of traffic, or to non-signaled track, governed by semaphore type dwarf signals displaying "Proceed", Figure E, Rule 281; or by light type signals displaying "Proceed not Exceeding Medium Speed", Figures D or G, Rule 285, must be made with caution.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding until light appears. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits train dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates UNLOCKED.

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of electric lock. It is to be used only in case of electric or mechanical failure, as indicated by failure of time release to function after several minutes. When necessary, break seal and operate emergency lock release by turning knob one-half turn to right. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

MECHANICAL SWITCH LOCKS

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed, switch returned to normal position and locked.

Emergency lock release to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

RULE 605. INTERLOCKING

Trains and engines must not enter main track within interlocking limits where no signal governs such movement until permission has been obtained from signal operator, and must then run with caution not exceeding 12 MPH to the next signal.

RULE 705. HOT BOX DETECTORS

Instructions follow for operation of hot box detector boxes when stopped by illuminated letter actuated by hot box detector device. These instructions are also posted inside detector boxes.

Numerals displayed by indicator inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in direction of movement. Numbers displayed on top row or bottom row indicate numbers of axle between hot bearing and rear of train. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected.

When H indicator indicates a hot journal on train and there is no count shown on hot bearing detector and red light below readout marked "Locator out of Service" is illuminated, all journals on train must be inspected.

After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When hot box detectors actuated, following information is to be reported at next terminal in telegraph message form addressed jointly to Superintendent, Division Engineer, Signal Supervisor and Chief Dispatcher at Bakersfield, identifying by Symbol H. B.

1. Date and time actuated, and M.P. location.
2. Train identification.
3. Car number and location in train.
4. Box locations (1, 2, 3 or 4 from trailing end of car in direction of movement, right or left side).
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)
6. Report all cases where train passes over the detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

RULE 765. CENTRALIZED TRAFFIC CONTROL

Hand operated switches within A-PB or CTC limits must not be operated without permission from train dispatcher and where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum authorized speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains. Except between El Pinal and Polk at locations where entrance to main track is governed by automatic block signals, Rule 778 will apply.

RULE 769. Certain main track hand operated switches to station tracks and spur tracks are equipped with electric switch locks, and train dispatcher's permission must be obtained before door on high type electric switch lock is opened or switch padlock removed from keeper of low type electric switch lock. Instructions for operation of dual control switches and electric switch locks are posted in telephone booths or inside of electric lock boxes.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

RULE 781. White light which may appear on side of relay housing is maintainer's call light, but when train has been stopped by an absolute signal and white light is observed burning, members of crew will communicate with train dispatcher even though another train may be seen approaching.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law-enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

RULE 2-B. FREIGHT TRAINS.

Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units or any combination of both which totals 24-axles of dynamic braking except, dynamic brake on EF-415A, EF-415B, EP-415A, EP-415B classes is limited to five units.

RULE 2-C. Enginemen must assure themselves that safety control valve is full cut in when handling cars with train brakes cut in.

RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 lbs. and must not be permitted to drop below 70 pounds.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel." or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 14. When dynamic brakes are used on both road and helper engines when moving on descending grades, additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

RULE 23. The following series of cars are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SP-345000-345699	Gondolas
SP-463500-463999	Hoppers (Open top)
SP-467500-467549	Hoppers (Open top)
SP-491000-491059	Hoppers (Covered)
SP-492000-492039	Hoppers (Covered)
SP-500604	Flat Car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 32. Except as provided in Air Brake Rule 32, trains operated with road locomotive consists which include EF 630 class units in Series 8400 to 8445, inclusive, stopped on grade must leave train brakes applied until train is ready to proceed.

RULE 33. When gross tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH, except when gross tonnage exceeds 85 tons per operative brake, maximum speed must not exceed 25 MPH on descending grades of 1.2% to 1.5% and 20 MPH on descending grades in excess of 1.5%. Grades where such restrictions apply will be designated by mile post locations in timetable bulletin or special instructions.

Weight of units not using their dynamic brake in road engines must be added to weight of cars and summation thereof divided by the number of cars having operative brakes to determine the tons per operative brake in train.

TRAIN HANDLING

RULE 60. Changes in dynamic braking force must be made gradually when practicable. On descending grades, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

RULE 92. Enginemen when taking charge of switcher class locomotive must observe brake cylinder pressure obtained with a full independent brake application. Brake cylinder pressure so obtained should correspond with maximum pressure authorized for independent application as shown on metal tag on Engineer's control panel.

Reducing valve or self-lapping portion of independent brake valve on switcher class locomotive must not be changed except to obtain brake cylinder pressure authorized for full independent brake application.

MISCELLANEOUS

5. Helper service:

(a) When helper engine is placed behind caboose, not more than 2 operating units or 4000 operative horsepower will be used.

Helper engines consisting of not more than two units may be placed behind caboose.

(b) When helper engine is placed immediately ahead of caboose, not more than 4 operating units or 8000 operating horsepower will be used.

In passenger service EF415-A&B class engine or not more than four units may be coupled ahead of EF415-A&B class engine.

Air will be cut in on all helper engines, and engines must not be coupled or uncoupled when train is in motion.

Not more than ten units in operation may be used on head end of any freight train.

6. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a diesel-powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on diesel engine shut down.

30. Public Utilities Commission of California Decision No. 66278, effective November 5, 1962, provides blanket authorization for movement of high-cube box cars over the following routes in the State of California:

A. Between Yuma, Arizona and Taylor Yard, California, via Colton, City of Industry and Alhambra Avenue.

B. Between Downey Avenue Interchange Yard and South Gate via Taylor and East Bank of Los Angeles River.

C. Between City of Industry and South Gate via Studebaker.

D. Between Downey Avenue Interchange and Raymer via Burbank Junction.

E. Between Burbank Junction and Mojave via Saugus.

F. Between Mojave and Bakersfield.

G. Between Bakersfield and Melrose via Goshen Junction, Fresno, Los Banos.

High-cube box cars that move via the above routes, under this blanket authorization, as well as high-cube box cars handled over other parts of our line within the State of California under special authorizations obtained from the California Public Utilities Commission may be handled only under the following conditions:

1. If train length permits such cars shall be trained at least five cars distant from the caboose.
2. The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that members of the train crew are forbidden to ride on top of any such cars.
3. Any yard crew required to handle freight cars herein authorized to be operated shall be notified by its supervising officials of the presence of such cars in said yard.
4. Instructions be issued to all road and yard crews forbidding them to ride on the tops of the cars herein authorized to be operated.

Advance notice must be furnished to connecting divisions, advising them of movements of such cars in order that the above requirements may be complied with.

California Public Utilities Commission General Order 26-D, Subsection 2.5, has been amended to permit movement of box or other house cars sixteen (16) feet ten (10) inches or more in height provided the top running boards have been removed, ladders and hand brakes lowered, cars painted, stenciled, and otherwise modified in compliance with the provisions of Section 131.24 of Part 131, U. S. Safety Appliance Standards (railroad), and provided that if train length permits any such cars shall be entrained at least five (5) cars distant from both the caboose and the engine.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown in the table below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

New Nominal Class		Maximum Speed
AP620A		#79
EP620A		#79
EP623A		#79
EP624A		#79
AP620B		79
EP620B		79
FP624		##70
GS404		35
ES406		45
AS407		60
ES408		##65
ES408B		65
ES409		##65
AS409		60
AS410		60
BS410		60
ES410		60
BS412		60
ES412		##65
FS412		##60
GS407		##55
(EF415A (EP415A	with 62/15 gear ratio trucks	#70
	with 61/16 gear ratio trucks	#75
	with 60/17 gear ratio trucks	#79
(EF415B (EP415B	with 62/15 gear ratio trucks	70
	with 61/16 gear ratio trucks	75
	with 60/17 gear ratio trucks	79

#When on head end of train or running light and engineer is in other than a leading control cab in direction of movement, must not exceed 30 MPH.

##When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

New Nominal Class	Maximum Speed
EF418A	#70
EF418B	70
EF415	##70
BS615	##65
BS615	##35
BS615B	35
ES615 with 62/15 gear ratio trucks	##65
with 65/12 gear ratio trucks	##55
ES615	##70
BS616	##35
BS616B	35
AS416	##65
AS616	##65
EF618	##70
EF418 except:	##70
with 60/16 gear ratio trucks	##75
EP418	##79
AS418	##70
AS618	##65
AF420	##75
EF420	##75
EF423	##75
AF624	##70
EF425	##75
EF625	##75
GF425	##75
AF628	##75
KF636A	#70
KF636	##70
AF640	##75
EF850B	75
GF850A	#75
RDC	#79

Nominal Classification	Maximum Speed	Maximum Speed Running Backward with Train or Light
AT&SF Ry: 11 to 90, 300 to 314, 325 to 344	79	*45
AT&SF Ry: 100 to 289, 401 to 430, 700 to 751, 2650 to 2893	65	*45
AT&SF Ry: 2310 to 2399	45	*30

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

#When on head end of train or running light and engineer is in other than a leading control cab in direction of movement, must not exceed 30 MPH.

##When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

F and P class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

Maximum speed of trains handling dead diesel engines must not exceed the speed shown for the same engine running forward light.

Dead diesel locomotives weighing 100,000 pounds or more will be placed first behind locomotive handling train; locomotive weighing less than 100,000 pounds must be placed near rear.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train-order designating maximum speed is issued.

Engines handled dead must not exceed speed shown in table except GS 404 restricted to 30 MPH.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars, except:	40	30
SPMW 2024	65	49
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 (locomotive crane pile-driver)	45*	35*
Relief outfits with steam derrick, except:	45	25*
Nos. 7007 and 7034	35*	25*
Between Fresno and Famoso via Porterville	25	..
Relief outfits weighing in excess of 120 tons must not be operated on any branch, except Lone Pine and Oak Creek Branches.)		
Nos. 7000 and 7010 must not operate between Edwin and Ione on Ione Branch unless authorized by Superintendent. If movement authorized, speed of 15 MPH must not be exceeded.		
K&J, Pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty)	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	20*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15
Steam	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment, with caboose	65	..
Passenger trains, with caboose	65	..
Engine and caboose only, except:	..	65
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:	..	40
On curves	..	30
Logs loaded on flat or logging cars, except:	..	35
On curves	..	25
Through truss bridges, tunnels, and passing stations	..	15

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

RULE S. Conductors on eastward AT&SFRy trains show on reverse side of register ticket left at Kern Jct. watch comparison made at AT&SFRy station Bakersfield, also comparison with engineers.

RULES 10-G, 10-H, and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between Mojave and Cameron on eastward main track for westward movement, they will be displayed to left of track in direction of movement.

RULE 10-J. Speed signs to left of track:

Westward	Reading	Eastward	Readnig
MP-207.55 (Left of eastward main track)	50	MP-248.46 (Tulare)	35
		MP-335.22	25
MP-216.40	45	MP-359.50	25
MP-311.20	50	MP-361.28	25

Following speed signs to left of track for westward movement on eastward track, Mojave to Cameron:

Westward	Reading
MP-380.06	50-45
MP-377.15	35
MP-373.40	50-45
MP-371.16	25

RULE 16(e). Does not apply at Bakersfield and Fresno.

RULE 16(k). Bakersfield and Fresno. When standing—apply or release air brakes.

RULE 21-C. Extra trains between Fresno and Bakersfield within CTC limits or territory where Rule D-251 applies, need not display train indicators or white classification lights except when handling excess width loads covered by train order. Markers must be properly displayed.

Between Bakersfield and Mojave light engines to operate as extras within CTC limits or territory where Rule D-251 applies, need not display train indicators or white classification lights.

RULE 82-A. Eastward trains originating and westward trains terminating Fresno Yard are not required to obtain clearance at Fresno.

Westward extra trains originating Bakersfield will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Bakersfield and delivered in red container by tube to Yard Office at Bakersfield.

Trains originating Fresno en route Fresno Interurban Railway must first obtain AT&SF clearance at Fresno Yard.

EXETER BRANCH. Crew departing Porterville on No. 600 may leave without obtaining clearance except when Train Order Operator is on duty.

Crew arriving Ducor on No. 600 may assume schedule of No. 601 without obtaining clearance except when Train Order Operator is on duty.

COALINGA BRANCH. Trains operating on Coalinga Branch east of MP-243.00 will move only by train order authority except:

Hanford, between MP-251.88 and MP-253.28
Between Lemoore MP-260.30 and Rossi MP-264.00
Between Westhaven MP-272.00 and Huron MP-282.00
Coalinga, between MP-294.50 and end of branch.

STRATFORD BRANCH. Extra trains operating on Stratford Branch will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Rossi and are authorized to operate as extra trains.

VISALIA BRANCH. Trains operating on Visalia Branch will move only by train order authority except:

Goshen Jct., between MP-245.30 and MP-247.50,
Exeter, between MP-263.20 and MP-260.00.

BUTTONWILLOW BRANCH. Extra trains originating at Bakersfield and operating beyond Gosford on Buttonwillow Branch will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Gosford and are authorized to operate as extra trains beyond Gosford on Buttonwillow Branch.

Eastward Southern Pacific trains, except first-class, originating Bakersfield will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Bakersfield and delivered in blue container by tube to Yard Office, Bakersfield.

Trains authorized on Bakersfield Subdivision and operating through Mojave with the same conductor and engineer, are thereby authorized on Mojave Subdivision.

Trains authorized as Nos. 801, 803, 805 and 807, or sections thereof on Mojave Subdivision are also authorized to continue display of indicators and signals, if any, through to Bakersfield and will receive clearance accordingly at Mojave.

Trains authorized as Nos. 802, 804, 806 and 808, or sections thereof, on Mojave Subdivision are authorized to assume such identity at Bakersfield instead of Mojave.

RULE 83. Where train orders are received prior to departing CTC limits, identification may be made against approaching trains to be applied at end of CTC. Rule 14(k) applies.

STRATFORD BRANCH. Extra trains operating on Stratford Branch in addition to information required by train register located at Rossi must register destination of trip (turning point) and date of departure in the Column captioned "Signals." When trip has been completed, date of arrival at Rossi must also be entered in Column captioned "Signals." Extra trains en route into this territory must not leave Rossi until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Rossi accordingly.

BUTTONWILLOW BRANCH. Extra trains operating beyond Gosford on Buttonwillow Branch in addition to information required by train register located at Gosford, must register destination of trip (turning point) and date of departure in the Column captioned "Signals." When trip has been completed, date of arrival at Gosford must also be entered in Column captioned "Signals." Extra trains en route into this territory must not leave Gosford until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Gosford accordingly.

RULE 83-A. At the following stations only the trains indicated will register:

Fresno Yard	Trains originating or terminating.
Fresno	
Goshen Junction	Trains required by train order.
Bakersfield	First class trains, eastward and westward freight trains terminating.
Kern Jct.	AT&SFRy trains.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Bakersfield	All trains.
Kern Jct.	AT&SFRy trains.
Mojave	All trains.

Conductors of eastward and westward freight trains and engines from Arvin Branch terminating at Bakersfield will leave train register ticket with waybills and yardmaster will arrange for delivery to operator at Bakersfield who will enter registration.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
203.00	Fresno (Pratton-Tulare Line)	209.00
208.44	“ (Biola-Porterville Line)	208.15
199.34	“ (Merced-Clovis Line)	209.60
310.87	Bakersfield	321.09
	“ (Buttonwillow Branch)	315.67
	“ (Arvin Branch)	317.02
360.65	Tehachapi	362.62
364.00	Monolith	366.00
378.87	Mojave	382.59
	“ (Lone Pine Branch)	381.60
219.01	Sanger	221.50
228.73	Reedley	230.78
234.31	Dinuba	235.72
248.90	Ivanhoe	249.90
256.33	Exeter	257.96
262.09	“ (Visalia Branch)	
263.40	Lindsay	265.00
267.90	Strathmore	269.00
274.28	Porterville	275.72
286.00	Richgrove	308.66
	“ (Richgrove Branch)	End of Track
239.86	Goshen Jct. (Coalinga Branch)	251.88
251.88	Hanford	253.28
255.43	Armona	256.83
260.30	Lemoore	264.00
	“ (Stratford Branch)	263.48
272.00	Huron	294.82
294.82	Coalinga	End of Track
246.01	Visalia Branch	262.09
308.74	Oil City Branch	End of Track
315.67	Buttonwillow Branch	322.80
317.02	Arvin Branch	End of Track

Within yard limits between Porterville and Famoso, work extras are not required to afford flag protection against work extras or extra trains. Work extras and extra trains operating within yard limits between Porterville and Famoso must move expecting to find main track occupied.

Eastward trains via Pratton line to Fresno Yard may pass Signal No. 2068 on Pratton line displaying stop indication without stopping to enter west leg of wye if wye switch is properly set and proceed signal received from yardman will confer authority for movement to fouling point of Tulare line eastward track only.

Trains from Fresno Yard to operate via Pratton line may pass Signal No. 2036 displaying stop indication without stopping at restricted speed to enter west leg of wye if wye switch is properly set and proceed signal received from yardman.

Fresno Yard. Trains entering or leaving yard tracks must receive proceed signal from yardman, green flag by day, green light by night, except within limits of diverging route signals, or engineer is orally authorized.

Trains or engines will operate between MP-199.32 and MP-201.80 on signal indication which indication will supersede the superiority of trains between these points.

Bakersfield: Trains or engines will operate between MP 312.9 and MP 313.2 on signal indication, which indication will supersede the superiority of trains between these points.

Trains entering or leaving yard tracks must receive proceed signal from yardman, green flag by day, green light by night, except within limits of diverging route signals, or engineer is orally authorized.

Eastward trains may pass Signal 3132 displaying stop indication without stopping to enter yard tracks if flashing white light is displayed. If flashing white light not displayed, trains must receive proceed signal from yardman, green flag by day, green light by night, or engineer is orally authorized.

Westward SP freight trains entering Bakersfield Yard tracks through crossover west of Signal Bridge 3147 must receive proceed signal from yardman, green flag by day, green light by night unless engineer is orally authorized and will sound whistle signal 14(j) approaching Bakersfield.

Mojave: Eastward trains entering Mojave yard tracks must not pass Signal 3802 displaying stop indication unless proceed signal received from yardman, green flag by day, green light by night, or engineer is orally authorized.

Trains leaving yard tracks west end of Mojave must receive proceed signal from yardman, green flag by day, green light by night, or engineer is orally authorized.

Westward trains to operate on eastward track from Mojave to Cameron may pass Signal No. 3803 displaying stop indication without stopping at restricted speed, provided switches are set for crossover movement and proceed signal is received from yardman, green flag by day, green light by night, or engineer is orally authorized.

RULE 97. Westward extra trains originating Bakersfield to operate via Tulare line need not obtain train order authority but must obtain a clearance.

RULE D-97-A. Applies on both main tracks between Fresno Yard and Calwa Tower.

Applies on both main tracks, Bakersfield, between MP 310.86 and MP 312.90.

Applies on both main tracks between Kern Jct. and Sandcut; and between Tehachapi and Mojave.

RULE 98. Railroad crossings at grade not interlocked:

AT&SFRy, MP 228.04 east of Lacjac. STOP.

AT&SFRy, MP 243.61 west of Ivanhoe. STOP.

AT&SFRy, Visalia. STOP and send flagman ahead who must ascertain that no movement is approaching on intersecting line before giving signal to proceed.

AT&SFRy, Porterville. STOP.

FIRy, MP 213.23 east of Las Palmas. STOP. Stop sign located to left of main track governing westward trains.

Yellow reflectorized One Mile signs and red reflectorized Stop signs approaching above crossings do not require application of Rules 10-G or 10-H.

RULE 99. BUTTONWILLOW BRANCH. Rule 99 will not apply between Gosford and Buttonwillow.

STRATFORD BRANCH. Rule 99 will not apply between Rossi and Stratford.

RULE 99-A. Bakersfield: Trains and engines, except those carrying passengers moving with current of traffic, are not required to provide flag protection to the rear between MP 314.7 and MP 312.9. All trains and engines moving on main track between MP 314.7 and MP 312.9 proceed expecting to find main track occupied by other trains or engines without protection of flagman.

RULE 103-A. Trains and engines must stop and member of crew must protect traffic while moving over following streets and highways:

Fresno.......Clovis Branch, crossing on Cherry Ave., while switching.

Calwa........North Ave., on drill track leading into Producers Compress, while switching.

Flood lights over Old Highway US 99 across Cotton Compress spur, Calwa, and over highway crossing spur track west of Jensen Ave., Fresno, are operated from switches located in box on power pole on main track side of highway. When these crossings are to be used trainman must close floodlight switch before cars foul the highway, and open the switch after completing use of the track.

At the following locations, trains or engines moving under the provisions of Rules 771 and 776 must not enter the crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating:

Station	Location	Mile Post
Goble	East siding switch—Manning Avenue	212.2
Traver	West siding switch—Merritt Street	231.2
Famoso	East siding switch—Famoso Road	292.4

Automatic crossing Gates:

Fresno. Automatic crossing gates in service at following street crossings:

Divisadero Street	MP-204.5
Tulare Street	MP-205.5
Kern Street	MP-205.6
Mono Street	MP-205.8
Ventura Street	MP-205.9

Gates will also operate for against current of traffic movements on eastward and westward main tracks and for movements in either direction on Exeter Branch, but such movements must not exceed 20 MPH approaching the above street crossings.

Eastward passenger trains making station stop at Fresno must stop to clear insulated joints located just west of Kern Street unless otherwise instructed by yardmaster or his representative. Sound detector microphone is located adjacent to the eastward main track just west of Kern Street. Eastward trains stopped to clear Kern Street must sound whistle to actuate the gates and crossing must not be entered until gates are known to be down. Eastward trains stopped to clear Tulare Street must proceed slowly to permit gates to lower before crossing is entered.

Trains or engines operating on other than main tracks must not enter the crossings protected by automatic gates until gates are down.

Calwa: Signs reading "STOP" have been installed on the Pittsburgh Plate Glass Spur 50 feet each side of Muscat Avenue, and each side of Willow Avenue. Before entering either crossing trains or engines must stop prior to passing "STOP" sign, but not over 100 feet from crossing.

Kingsburg: Sierra Street........Roma Wine Company Spur, Crossing No. B-225.2.

Stop sign governing westward movement over this crossing is located to left of Roma Wine Company Spur and applies to this track only.

Delano: Fourth Street crossing is protected by flasher lights, and controlling circuits on tracks other than main track are not actuated except when trains or engines are within a short distance of or on the crossing. Crossings must not be entered until flasher lights are operating or flashing white light on instrument case is displayed.

Bakersfield: Automatic crossing gates in service at following street crossing:

Baker Street	MP-312.9

Gates will operate for movement in either direction on main track and Track No. 1.

Westward passenger trains making station stop at Bakersfield must stop to clear insulated joints located just east of Baker Street unless otherwise instructed by Yardmaster or his representative. Sound detector microphone is located adjacent to point where engines will stop and enginemen must sound whistle to actuate the gates and crossing must not be entered until gates are known to be down.

Trains or engines operating on Track No. 50 must not enter the crossing until gates are down. Stop signs installed approximately 50 feet each side of Baker Street and govern movement on Track No. 23 only.

Automatic crossing gates installed at following crossings:

Chester Avenue	MP 311.2
30th and M Streets	MP 311.5
Q Street	MP 311.8
24th Street	MP 312.2
Union Avenue	MP 312.3

These gates will remain down if tracks are occupied within 50 feet of either side of crossing. Trains or engines moving at reduced speed or stopping to clear crossing must not enter crossing until it is known that gates are down or until flashing white light is displayed which indicates gates are down.

Crossing gates at 24th Street, MP 312.2, and Union Avenue, MP 312.3, may be operated by operating key release on relay shelters. Insert key and turn to operate gates.

Automatic crossing gates installed at crossing B-312.0-C, 24th Street, on freight house spur. After stopping, crossing must not be entered until it is known automatic crossing gates are down. "STOP" signs located 30 feet each side of crossing. Crossing gates may be actuated with key release on "STOP" sign posts by inserting key and turning.

Monolith: Eastward trains stopping to set out or pick up cars must not exceed 10 MPH approaching State Highway 58, crossing MP-365.2, until crossing gates are down.

Mojave: Automatic crossing gates, Oak Creek Road, MP 380.2.

Gates will also operate for against-the-current-of-traffic movements on eastward and westward main tracks, but such movements must not exceed 20 MPH approaching the above street crossing.

Unit for the display of flashing white light installed on relay case on south side of eastward main track. This unit will display flashing white light which will indicate that gates are down protecting vehicular traffic.

Trains or engines on any track making switching movements must not enter crossing until it is known that gates are down.

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew:

Selma.......Highway US 99, on P.C.A. spur,
On spur from
Goldleaf...Peach Ave., and Butler Ave.,
Kingsburg. Standard Oil Co. Spur, Crossing No.
Simpson St...B-225.5-C,
Sierra St......Roma Wine Company Spur, Crossing No. B-225.2,
Armona.......Lake St., MP 256.5, while switching,
Bakersfield...30th St. on McCarthy Tank spur,
Bakersfield...Highway US 99, on freight station spur. Crossing must be cleared as quickly as possible. If flashing light signals are not operating, member of crew must push button marked "START" in box on mast of crossing signal north side highway for southward movement, or in box on instrument case on south side highway for northward movement. If movement over highway is not to be made after signals start operating, signals can be stopped by pushing button marked "STOP". If flashing light signals fail to operate, movement over crossing must be protected by member of crew.

Public Utilities Commission orders also require the following protection for traffic:

Tulare.......If train, engine or cars stand on siding within 200 feet of county road crossing at Prosperity Ave., MP 248.7, member of crew must protect traffic against movements on main track,

Arvin: Widmer Road, MP-332.60, while switching.

RULE 104. The normal position of rigid switches at the end of double track and at junctions is as follows:

Fresno Yard	End double track, for westward track,
Fresno	Pratton line, for eastward track,
Fresno	Drill track, for Exeter Branch,
Goshen Jct.	Visalia Branch, for Tulare line,
Goshen Jct.	Coalinga Branch, for west leg of wye,
Oil Jct.	Oil City Branch, for spur track,
Oil Jct.	AT&SFRy, for tail track,
Rossi	Stratford Branch, for siding,
Exeter	VERy, for Exeter Branch,
Ducor	AT&SFRy, for siding,
Richgrove	Richgrove Branch, for siding,
Gosford	Buttonwillow Branch, for Sunset Ry.
Magunden	Arvin Branch, for eastward track,
Mojave	Lone Pine Branch, for westward track.

Derails in main track:

Goshen Jct.	On Visalia Branch, 250 feet east of junction switch,
Coalinga	MP 295.70.

Monolith: Trains entering east end of storage track located between main tracks, must line switches in the following order: Main track switch first; inside switch next; then derail. After train is in storage track, switches must be lined in the following order: Main track switch first; derail next; then inside switch.

RULE 105. Traver: When length of train permits, westward trains taking siding after clearing main track will provide not less than 500 feet clearance to westward fouling point.

Famoso: Portion of siding east of crossover is a station track with capacity of 58 cars. This track must be kept clear of cars and may be used for meeting or passing trains when directed by train dispatcher. Permission must be obtained from train dispatcher before using this track for switching moves.

RULE 221.

Fresno is train order office for Trains Nos. 51 and 52 only.

Exeter is train-order office for trains originating only.

RULE D-251.

Will apply on both tracks between Fresno Yard and Calwa Tower.

Applies on both main tracks, Bakersfield, between MP 310.86 and MP 312.90; both main tracks between Kern Jct. and Sandcut, and between Tehachapi and Mojave.

RULE 286. Distant signals govern movement on controlled sidings. When such signals display yellow aspect, train may proceed on siding at restricted speed, expecting to find siding occupied by preceding train.

RULE 291. Westward absolute signal at west end of station track Famoso is equipped with flashing yellow signal unit.

RULE 306.

The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as P-I; absolute signals as P-A.

Eastward Signal	Protection	Westward Signal
	Spring switch, east end station track, Famoso	P-2937
	Spring switch, junction switch Exeter Branch, Famoso siding	P-A
P-3124	Spring switch, west end yard Track 22, Bakersfield	
	Spring switch, east end double track, Bakersfield	P-3129
P-3438	Slide detector fence between Tunnels 7 and 8	P-3445
P-3556	Slide detector fence between Tunnels 14 and 15	P-A
P-I	Spring switch west crossover switch MP-370.40	
	Spring switch east crossover switch MP-370.40	P-SA

Famoso: When switch point indicators display green aspect westward trains may proceed without inspecting or throwing switch by hand.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Goshen Junction: Westward absolute signals located on siding and on Coalinga Branch in advance of crossover Goshen Junction, MP 238.7, govern movements as follows:

Top unit governs westward movement on siding;
Middle unit governs movement through crossover to main track;
Lower unit will display lunar aspect only.

Eastward absolute signals located on siding in advance of crossover Goshen Junction, MP 238.6, govern movements as follows:

Top unit governs eastward movement on siding;
Middle unit governs movement to Coalinga Branch;
Lower unit will display lunar aspect only.

When lunar aspect is displayed in these units, trains may proceed on siding without stopping, at restricted speed, expecting to find siding occupied by a preceding train.

Eastward absolute signals located on main track in advance of crossover Goshen Junction, MP 238.6, govern movements as follows:

Top unit governs eastward movement on main track;
Middle unit governs movement to siding;
Lower unit governs movement to Coalinga Branch.

Westward Signal D-2399 located at MP 239.9 on Coalinga Branch will display aspect as per Rule 286, Figure "B".

Bakersfield: Eastward passenger trains may pass Signal 3132 displaying stop indication without stopping when necessary to clear Baker St. crossing but movements must be made with caution.

Eastward Signal P-3124 is a two-unit signal; top unit governs movement on eastward track, bottom unit governs eastward movement through crossovers to yard tracks. Westward Signal 3127 governs westward movements from yard Track 1 to westward Track.

Push buttons installed on instrument case opposite Signal 3127 and on Signals 3128 and 3129.

Summit Switch. Top unit of two-unit Signal 3621 at clear point of west siding switch may display indication per Rule 285, Figure "G"; or Rule 290, Figure "I" and governs movement to eastward main track.

Lower unit may display indication per Rule 281, Figure "G"; Rule 285, Figure "G"; or Rule 290, Figure "I" and governs movement through crossover to westward main track.

"M" indicator on top of two-unit Signal 3621, when illuminated, authorizes westward movement on eastward main track to beginning of CTC, Tehachapi. When "M" indicator not illuminated, member of crew will contact dispatcher by phone for instructions.

Rule 509 applicable to single track will apply on eastward main track between Tehachapi and Summit Switch.

RULE 535. SPRING SWITCHES

Spring switch equipped with facing point locks is located as follows:

Location		Normal Position
Famoso	East end station track	Main Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Fresno	Junction switch, Clovis Branch	Drill Track
Goshen Jct	Stem of Wye	West Leg of Wye
Famoso	Junction switch, Exeter Branch	Famoso Siding
Bakersfield	East end double track	Westward Track
Bakersfield	West end yard, Track 1	Westward Track
Caliente	West end westward siding	Eastward siding
Caliente	East end eastward siding	Westward siding
Marcel	West end westward siding	Eastward siding
Marcel	East end eastward siding	Westward siding
Summit Switch	East end siding	Eastward track
Cameron	West end crossover	Westward track
Cameron	East end crossover	Crossover

Switch-point indicators located at:

Fresno Yard	Spring switch leading from No. 1 drill track to Ice House Lead west of Ashlan Ave.
Fresno	Spring switch, junction switch, Clovis Branch.
Bakersfield	Spring switch leading from back lead to inbound engine track.
Goshen Jct	Spring switch leading from Coalinga main track to west leg of wye.
Famoso	Spring switch siding junction switch.
Famoso	Spring switch east end station track.
Bakersfield	Spring switch leading from back lead to inbound engine track.
Summit Switch	Spring switch from east end siding to eastward main track.

Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in facing point direction.

RULE 605. INTERLOCKING

Fresno and AT&SF Rwy. Crossing MP-207.0: AT&SF Railway crossings. Interlocking is part of AT&SF Ry CTC system and operation over crossings is under control of AT&SF Ry train dispatcher. Telephones located in door of relay shelters at these crossings and at interlocking signals. Trains stopped by signals at crossings must immediately contact AT&SF Ry train dispatcher and inform him of arrival and desired movement.

Hanford: AT&SFRy crossing. Interlocking is part of AT&SFRy CTC system and operation over crossing is under control of AT&SFRy train dispatcher, Fresno. Telephone located in box at signals governing movement over crossing. Train stopped by signals at crossing must immediately contact AT&SFRy train dispatcher and inform him of arrival and desired movement.

Kern Jct. Tower: When semaphore or light type dwarf signal governing movement through interlocking on Buttonwillow Branch main track displays indication per Rule 281, Figure "E", or Rule 285, Figure "G", movement must be made with caution.

AT&SFRy junction switch, Buttonwillow Branch junction switch, and end of double track. Whistle signals:

For main track, —,
To or from Buttonwillow Branch, — o —,
From SP to AT&SFRy main track, o — —,
Between main track and transfer track, o — o,
To or from No. 1 track, o o — o.

Westward signals at end of double track display green aspect for movement to SP single track, and yellow aspect for movement to AT&SFRy westward track, or to SP No. 1 track.

Westward trains receiving proceed signal as per Rule 281, Figure "G", authorizing movement from double track to SP single track must proceed prepared to stop short of Signal 3135.

Eastward signal at west interlocking limit displays green aspect for movement to eastward track, and yellow aspect for movement against current of traffic to westward track.

When semaphore or light type dwarf signal governing movement through interlocking on Buttonwillow Branch main track displays indication per Rule 281, Figure "E", or Rule 285, Figure "G", movement must be made with caution.

Cameron-Mojave: Limits extend, on eastward track, from eastward interlocking signal MP-370.37, to westward interlocking signal MP-380.15; and on westward track between eastward interlocking Signal MP-370.37 and westward SA signal MP-370.41, and are under control of signal operator Mojave. Telephone is located in box on pole adjacent to crossover switches Cameron.

Block signals are provided on eastward track within these limits for movement of trains in either direction being governed by indications of interlocking and automatic block signals. When automatic block signals within these limits display stop indication, Rule 509(d) will apply.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illumn. Letter	On Signal	Approaching	Authorizes and requires movement as follows
S	P-2937	Famoso	Enter station track at east switch.
S	A	Caliente	Electric switch lock east end house track unlocked and westward train after stopping for absolute signal may enter house track without obtaining permission from train dispatcher.
S	3612	Summit Switch	Enter siding and remain in siding until letter "M" is displayed.
M	3630	Summit Switch	Enter eastward track and proceed under provisions of Rule D-251.

Famoso: Eastward absolute signal located at east end of siding is a two-unit signal. Top unit governs movement to, but does not indicate track occupancy of station track. Lower unit governs movement through crossover to main track.

Eastward absolute signal located on Porterville Line at fouling point of junction to Famoso siding, and on station track at fouling point east end.

Bakersfield: Letter type indicators under control of train dispatcher at MP 312.91 just east of Baker Street and when illuminated will display the word "WAIT." Indicator applicable to westward movement on main track located on separate mast to right of main track and indicator applicable to westward movement on Yard Track 22 is dwarf type located to right of Track 1.

Westward trains or engines will approach these indicators prepared to stop short of indicator and not proceed until light is extinguished or verbal authority to proceed is received from the train dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Westward absolute signal located on lead track governing movements over crossover or to Biola Jct. freight lead extension is a three-unit signal.

Top unit governs movement on freight lead extension.

Middle unit governs movement through crossover to main track.

Lower unit governs movement to Biola Branch

When lunar aspect is displayed in lower unit, trains may proceed on freight lead extension without stopping at restricted speed, expecting to find freight lead extension occupied by a preceding train.

Limits extend from end of double track, Calwa Tower, MP 208.95, to beginning of double track Bakersfield, MP 310.8.

Movements across AT&SF Railway track, MP-209.1, Calwa Tower, under control of Southern Pacific train dispatcher. When eastward absolute signal or westward SA signal governing movements over AT&SF Railway track display stop indication, a member of crew must call Southern Pacific train dispatcher at Bakersfield and after ascertaining that signals on AT&SF Railway track in both directions are displaying stop indication and no train approaching from either direction on AT&SF Railway track, train dispatcher may authorize movement over crossing.

Sound detector microphone is located 240 feet east of Signal 2058 and adjacent to eastward main track. Eastward trains destined beyond Malaga must sound whistle from Signal 2058 to sound detector microphone to notify Southern Pacific train dispatcher, which will be request for eastward absolute signal Calwa.

Movements across AT&SF Ry Track MP 249.70, Tulare, under control of SP train dispatcher. When absolute signals governing movement over crossing display stop indication member of crew must call train dispatcher and after ascertaining that derails on AT&SF Ry Track in both directions are set to derail and no train approaching from either direction on AT&SF Ry Track, train dispatcher may authorize movement over the crossing.

Limits extend from westerly crossover Sandcut to end of double track Tehachapi.

On tracks Nos. 1 and 2 between Sandcut and Bena, train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks. Westward absolute signal at end of double track Bena, MP-328.1, will authorize movement on either track. Westward absolute signal at east end of Caliente has call-on unit which may display flashing yellow light authorizing train to pass signal when making switching moves into house track after electric lock has been released and switches properly lined.

East switch house track Caliente is equipped with electric switch lock and must not be used without permission from the train dispatcher except when Letter S is displayed on mast of westward absolute signal.

Westward two-unit absolute signal, located in advance of crossover on siding, Bealville, MP-339.6, governs movements on siding. Lower unit will display lunar aspect only.

Eastward three-unit absolute signal located in advance of crossover on siding, Bealville, MP-339.5, governs movements as follows:

Top unit governs eastward movement on siding,

Middle unit governs movement through crossover to main track,

Lower unit will display lunar aspect only.

When lunar aspect is displayed in these units, trains may proceed on siding, without stopping, at restricted speed expecting to find siding occupied by a preceding train.

Eastward absolute signal at west end of Cable, MP-356.4, has two units. Upper unit governs eastward movement on No. 2 track. Lower unit governs eastward movements on No. 1 track.

Eastward automatic home Signal 3574 is on No. 2 track and westward automatic home Signal 3575 is on No. 1 Track at MP-357.5.

Eastward absolute signal is on No. 2 Track west of crossover at MP-358.5.

Two unit eastward absolute signal is on No. 1 Track west of crossover at MP-358.5. Upper unit governs eastward movements on No. 1 Track. Lower unit governs eastward movements through crossover to No. 2 Track.

Two unit westward absolute signal is on No. 2 Track east of crossover at MP-358.5. Upper unit governs westward movements on No. 2 Track. Lower unit governs westward movements through crossover to No. 1 Track.

Westward absolute signal on No. 1 Track east of crossover at MP-358.5 governs westward movements on No. 1 Track.

Eastward SA Signal at east end of No. 1 Track at MP-360.4 is two unit signal. Upper unit displays red aspect only. Lower unit governs movements through crossover from No. 1 Track to eastward main track.

Westward two unit absolute signal is on westward main track at easterly limits of CTC, MP-360.65. Upper unit governs westward movements to No. 1 Track. Lower unit governs westward movements through crossover to No. 2 track.

Westward dwarf absolute signal on Eastward Main Track at easterly limits of CTC, MP-360.65 is replaced with two unit dwarf absolute signal.

Upper unit governs westward movements on No. 2 track. Lower unit governs westward movement through crossover to No. 1 Track.

Signal line between MP 325.20 and MP 340.50 carries 2300 volts, and if blown down or knocked down must not be touched, and train dispatcher must be notified immediately.

GENERAL REGULATIONS

RULE 825. INSTRUCTIONS FOR SETTING HAND BRAKES:

Mojave. Through freight trains left standing without crew when consist is not to be disturbed will set hand brakes on cars in train as follows:

Ten brakes on east end and ten brakes on west end unless conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Other freight trains or cuts of cars left standing will have hand brakes set as follows:

25 cars or less	10 brakes on east end
26 to 50 cars	15 brakes on east end
Over 50 cars	20 brakes on east end

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes must be set with the assistance of a brake club after train has stopped.

Portable rail skids are hung on posts at west end of sidings at:

Ilmon
Caliente
Bealville
Bealville Crossover
Cliff
Rowen
Woodford
Walong
Marcel
Cable
Tehachapi
Summit Switch

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post.

RULE 826. Fresno and Bakersfield: Indicator lights located above tracks at each end of PFE icing decks and additional set of lights located 600 feet east of east end of icing platform at Bakersfield govern movement on those tracks as follows:

Green:	Tracks may be used for train or switching movements.
Yellow:	Tracks may be entered, switched, and engines, cars or cabooses added or detached.
Red:	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted:	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 827. When necessary to use retaining valves as prescribed by Rule 17, freight trains using dynamic brakes need not stop, if in the judgment of conductor and engineer wheels are not overheating. When dynamic brakes are inoperative stops must be made as follows:

Freight trains may make continuous run Tehachapi to Woodford, where stop of 10 mins. must be made. If stop made at Cable, Marcel or Walong for 10 mins., succeeding run may be made to Cliff, where stop of 10 mins. must be made. After 10 min. stop at Woodford, Rowen or Cliff, succeeding run may be made to Bena.

RULE 872. Enginemen taking charge of engines at Bakersfield and Fresno will consider engines as having been amply supplied with water, fuel, sand, prescribed signals, tools, supplies and flagging equipment in serviceable condition.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of engines at Bakersfield and Fresno will consider that condensation has been drained from reservoirs and from moisture and dirt collectors; that sanders are operating properly; that there are no flat spots on wheels.

RULE 14. Coupling of trains together for the purpose of moving in one unit between Mojave and Ilmon is forbidden, unless authorized by Chief Train Dispatcher.

When necessary to shove against rear of train, not more than two operating units or 4000 operative horsepower will be used.

RULE 17. Retaining valves must be used as follows:

PASSENGER TRAINS

EASTWARD—Cameron to Mojave

With no dynamic brake in operation, all retaining valves.

Retaining valves may be turned up at Tehachapi.

WESTWARD—Tehachapi to MP 337.10

With no dynamic brake in operation, all retaining valves.

Retaining valves may be turned up at Mojave.

FREIGHT AND MIXED TRAINS

EASTWARD—Cameron to Mojave
WESTWARD—Tehachapi to Caliente

With no dynamic brake in operation, one retaining valve for each 60 tons in train.

Westward trains may turn up retaining valves at west end of Tehachapi if not required to stop before entering CTC. Retaining valves may be turned down at Ilmon or Bena instead of Caliente. If retaining valves not turned down before reaching Bena, speed must not exceed 25 MPH, Ilmon to Bena.

Conductor must advise train dispatcher when retaining valves are to be used.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Mojave until notified by yardmaster or his representative that train is made up and caboose is on train. Yardmen must not perform switching on, or couple other cars to a train on which caboose has been attached without instructions from the Yardmaster who will see that members of crew are notified in advance.

RULE 24-B.

Bakersfield and Fresno. When crew is changed, but train consist remains intact, incoming engineer after completing stop will make a full service brake application leaving brakes applied. Outgoing engineer will release brakes and proceed without making prescribed test.

RULE 24-E. Will apply at Bakersfield and Fresno.

RULE 25. Will apply for trains stopping at Summit Switch.

Trains not stopping at Summit Switch will make running air test by applying train air brakes with sufficient force to insure that air brakes are operating properly and to give assurance by observation of air gauge on caboose that there has been a brake pipe reduction made. After receiving this assurance trainmen will inform engineer when brake pipe pressure is being restored.

RULE 33. Maximum tonnage per operative brake Tehachapi to Caliente and Cameron to Mojave is 60 tons, except with dynamic brake in operation the following will govern:

6 or more axles of dynamic brake..............65 tons,
12 or more axles of dynamic brake..............70 tons,
18 or more axles of dynamic brake..............75 tons,
24 axles of dynamic brake, except:..............80 tons,
15 or less cement cars for each 6 axles of dynamic brake, with limit of 30 cars, running at reduced speed Cameron to Mojave.........100 tons.

Lone Pine Branch. Westward grade descending between MP-427.60 and MP-412.90 is in excess of 1.5%.

PASSENGER TRAINS

RULE 39. Running test must be made at Summit Switch except when approaching that location retardation from application satisfies engineer air brakes operate as intended throughout train.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All, except: GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	Fresno—Bekins spur; Drill track serving Calif. Fig Growers; Sunmaid Raisin Plants; Stewart-Nuss spur; Pierce Lbr. Co. spur; Pearl spur east of "M" St.
All, except: BS 615, EF 618; GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	Fresno—Drill track serving Pacific Crate; Roma Wine and Container Corp.; Lacey Milling Co. spur; Drill track serving Levi Iron & Metal; Fresno-Vendolator Co. tracks; Moore Engineering spur; Bisceglia Bros. spur; Peralta Winery spur; Kellner & Sons spur; Producers Cotton Oil tracks; Central Empire spur; PCA canal track.
All, except: AP 620-A; GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	Fresno Yard-Wye track at Diesel Facilities.
All, except: BS 615; AS 616; GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	Bakersfield—McCarthy Tank & Steel spur.
All, except: BS 615; AS 616; EF 418; GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	Bakersfield—Lead tracks to Freight House, Montgomery Ward Co.
All, except: BS 615; AS 616; GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	Lindsay—Tracks serving Shell Oil Co.; Independent Growers; California Spray Chemical Co.
All, except: GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	Rector—Southern Calif. Edison Co. spur beyond fouling point.

Cars must not be stored or left standing between MP 213.2 (FIRy crossing) Clovis Branch and a point 1200 feet east.

11. Load limit (car and contents):

Fresno-Bakersfield	263,000 pounds
Fresno-Famoso via Porterville	251,000 pounds
Richgrove-Jovista	240,000 pounds
Goshen Jct.-Exeter	240,000 pounds
Rossi-Stratford	240,000 pounds
Goshen Jct.-Coalinga	240,000 pounds
Fresno-Rockfield	240,000 pounds
Kern Jct.-Buttonwillow	240,000 pounds
Oil Jct.-Oil City	240,000 pounds
Bakersfield-Mojave	263,000 pounds
Magunden-Arvin	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

To the extent possible Maintenance of Way Locks are applied to spiked switches to preclude attempt to throw same.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Fresno Yard	39 (Water)
Tulare	22 (Water)
Tipton	9 (Water)
Bakersfield	48 (Water)
Porterville	9 (Water)
Visalia	4 (Water)
Huron	7 (Water)
Coalinga	22 (Water)
Gosford	19 (Water)
Mojave	24 (Water)

30.
LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCES ON MAIN TRACKS AND SIDINGS

MP	Location		Description
253.50	West of Lort	Kaweah River bridge	Side
332.60	East of Ilmon	Tunnel ½	Overhead & side
336.90	East of Caliente	Tunnel 1	Overhead & side
337.80	East of Caliente	Tunnel 2	Overhead & side
340.80	East of Bealville	Tunnel 3	Overhead & side
341.50	East of Bealville	Tunnel 5	Overhead & side
343.70	East of Cliff	Tunnel 7	Overhead & side
344.20	East of Cliff	Tunnel 8	Overhead & side
351.00	East of Woodford	Tunnel 9	Overhead & side
352.30	East of Walong	Tunnel 10	Overhead & side
355.14	East of Marcel	Tunnel 14	Overhead & side
355.80	East of Marcel	Tunnel 15	Overhead & side
355.90	East of Marcel	Tunnel 16	Overhead & side
356.00	East of Marcel	Tunnel 17	Overhead & side
359.20	East of Cable	Overhead highway crossing	Overhead

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, FRESNO YARD TO MOJAVE:		
201.89 to 201.93 (through turnout)	25	25
★201.93 to 204.50	50	50
★204.50 to 205.93 (Fresno)	20	20
205.93 to 206.80	50	50
206.80 to 209.14	60	60
209.14 to 214.48	79	60
214.48 to 215.65 (Fowler)	45	45
215.65 to 220.04	79	60
★220.04 to 221.30 (Selma, 5 AM to 11 PM)	45	45
★220.04 to 221.30 (Selma, 11 PM to 5 AM)	79	60
221.30 to 225.17	79	60
★225.17 to 225.98 (Kingsburg, 6 AM to 9 PM)	45	45
225.17 to 225.98 (Kingsburg, 9 PM to 6 AM)	79	60
225.98 to 249.21	79	60
★249.21 to 250.73 (Tulare)	35	35
250.73 to 279.16	79	60
279.16 to 281.45 (Delano)	40	40
281.45 to 310.07	79	60
310.07 to 312.80	60	60
312.80 to 312.90	35	35
312.90 to 313.80 (Kern Jct.) except:	35	20
AT&SF Ry. trains	10	10
313.80 to 325.60	79	60
325.60 to 325.93	50	50
325.93 to 329.76	60	60
329.76 to 332.10	55	55
332.10 to 335.97	30	30
335.97 to 359.50	25	25
359.50 to 360.65 (via No. 2 Track)	79	60
359.50 to 360.65 (via No. 1 Track)	25	25
360.65 to 366.44	79	60
366.44 to 368.74	70	60
368.74 to 370.37	50	45
370.37 to 370.41 (spring switch)	35	35
370.41 to 371.40	50	45
371.40 to 374.00	45	①30
374.00 to 380.70	45	①25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, MOJAVE TO FRESNO YARD:		
380.70 to 376.40	50	45
376.40 to 373.40	35	35
373.40 to 368.74	50	50
368.74 to 366.44	70	60
366.44 to 360.61	79	60
360.61 to 338.00	25	20
338.00 to 332.10	25	25
332.10 to 329.76	55	55
329.76 to 325.93	60	60
325.93 to 325.60	50	50
325.60 to 313.80	79	60
313.80 to 313.60 (Kern Jct.) except:	15	15
AT&SF Ry. trains	10	10
313.60 to 312.90	35	20
312.90 to 312.80	35	35
312.80 to 310.07	60	60
310.07 to 281.45	79	60
281.45 to 279.16 (Delano)	40	40
279.16 to 250.73	79	60
★250.73 to 249.21 (Tulare)	35	35
249.21 to 225.98	79	60
★225.98 to 225.17 (Kingsburg, 6 AM to 9 PM)	45	45
225.98 to 225.17 (Kingsburg, 9 PM to 6 AM)	79	60
225.17 to 221.30	79	60
★221.30 to 220.04 (Selma, 5 AM to 11 PM)	45	45
★221.30 to 220.04 (Selma, 11 PM to 5 AM)	79	60
220.04 to 215.65	79	60
215.65 to 214.48 (Fowler)	45	45
214.48 to 209.14	79	60
209.14 to 206.80	60	60
206.80 to 205.93	50	50
★205.93 to 204.50 (Fresno)	20	20
★204.50 to 201.89	50	50
WESTWARD, ON EASTWARD MAIN TRACK:		
**380.15 to 380.18	20	20
376.40 to 373.40	45	35
373.40 to 370.41	50	45
370.41 to 370.30 (Through crossover)	25	25

Light engines may make Column 1 speed not exceeding 70 MPH.

★Regulated by City ordinance. At Fowler, Selma, Kingsburg, Tulare, Delano and Bakersfield, speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

①Freight trains with less than 16 axles of dynamic brake and not using pressure maintaining system of braking or with consist exceeding 5,000 tons or 80 tons per operative brake, must not exceed speed of 20 MPH from MP-371.40 to MP-380.00.

Light engines descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds, not exceeding 65 MPH between Fresno and Bakersfield via Tulare and between Bakersfield and MP-368.74 except through cities where speeds are regulated by City Ordinance provided trains do not exceed:

Number of Cars	Tons Per Operative Brake
70	70
75	69
80	68
85	67
90	66
95	65
100	64
105	63
110	62
115	61
120	60
125	58
130	56
135	54
140	52
145	50

Signs reading "CITY ORDINANCE" are in place 0.75 mile in advance of the City Limits at the following cities having variable speed restrictions depending upon time of day:

City	City Limits		Sign Locations	
	West	East	Eastward	Westward
MAIN LINE				
Fowler	MP-214.48	MP-215.65	MP-213.73	MP-216.40
Selma	MP-220.04	MP-221.30	MP-219.29	MP-222.05
Kingsburg	MP-225.17	MP-225.98	MP-224.42	MP-226.73
EXETER BRANCH				
Reedley	MP-229.16	MP-230.66	MP-228.41	MP-231.41
Exeter	MP-256.49	MP-257.89	MP-255.74	MP-258.64
Lindsay	MP-263.42	MP-264.84	MP-262.67	MP-265.59

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	FREIGHT AND MIXED 1	LIGHT ENGINES 2
EASTWARD, FRESNO TO FAMOSO VIA PORTERVILLE:		
★206.11 to 207.50 (Fresno)	20	20
207.50 to 208.55	40	40
208.55 to 218.49	49	49
218.49 to 220.30 (Sanger)	35	35
220.30 to 228.00	49	49
228.00 to 229.16	35	35
★229.16 to 230.66 (Reedley, 5 AM to 11 PM)	20	20
★229.16 to 230.66 (Reedley, 11 PM to 5 AM)	35	35
230.66 to 234.00	49	49
234.00 to 235.80 (Dinuba)	35	35
235.80 to 256.49	49	49
★256.49 to 257.89 (Exeter, 5 AM to 11 PM)	20	20
256.49 to 257.89 (Exeter, 11 PM to 5 AM)	49	49
257.89 to 263.42	49	49
★263.42 to 264.84 (Lindsay, 5 AM to 11 PM)	20	20
★263.42 to 264.84 (Lindsay, 11 PM to 5 AM)	35	35
264.84 to 272.70	49	49
272.70 to 275.00 (Porterville)	35	35
275.00 to 275.05 (Orange Ave. Crossing)	15	15
275.05 to 289.62	49	49
289.62 to 289.80 (Curve)	40	40
289.80 to 308.67	49	49
308.67 to 310.06 (Famoso)	20	20
EASTWARD, RICHGROVE TO JOVISTA:	20	20
EASTWARD, GOSHEN JCT. TO EXETER:		
245.96 to 251.87	30	30
★251.87 to 253.92 (Visalia)	15	15
253.92 to 260.60	30	30
★★260.60 to 262.72	20	20

TERRITORY MP MP Column:	FREIGHT AND MIXED 1	LIGHT ENGINES 2
WESTWARD, FAMOSO TO FRESNO VIA PORTERVILLE:		
310.06 to 308.67 (Famoso)	20	20
308.67 to 289.80	49	49
289.80 to 289.62 (Curve)	40	40
289.62 to 275.00	49	49
275.00 to 272.70 (Porterville)	35	35
272.70 to 264.84	49	49
★264.84 to 263.42 (Lindsay, 5 AM to 11 PM)	20	20
★264.84 to 263.42 (Lindsay, 11 PM to 5 AM)	35	35
263.42 to 257.89	49	49
★257.89 to 256.49 (Exeter, 5 AM to 11 PM)	20	20
257.89 to 256.49 (Exeter, 11 PM to 5 AM)	49	49
256.49 to 235.80	49	49
235.80 to 234.00 (Dinuba)	35	35
234.00 to 230.66	49	49
★230.66 to 229.16 (Reedley, 5 AM to 11 PM)	20	20
★230.66 to 229.16 (Reedley, 11 PM to 5 AM)	35	35
229.16 to 228.00	35	35
228.00 to 220.30	49	49
220.30 to 218.49 (Sanger)	35	35
218.49 to 208.55	49	49
208.55 to 207.50	40	40
★207.50 to 206.11 (Fresno)	20	20
WESTWARD, JOVISTA TO RICHGROVE:	20	20
WESTWARD, EXETER TO GOSHEN JCT.:		
★★262.72 to 260.60	20	20
260.60 to 253.92	30	30
★253.92 to 251.87 (Visalia)	15	15
251.87 to 245.96	30	30

★Regulated by City ordinance. ★★ICC. Regulation.

At Reedley, Exeter and Lindsay, speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

At Sanger eastward trains may resume speed after engine has passed street crossing MP-220.24.

On Exeter Branch, MP-228.00 to MP-247.05, and MP-266.00 to MP-295.52, maximum speed of trains as shown below must not be exceeded when handled by following engines subject to further restrictions shown in Speed Restrictions for Trains table above:

Engines	Speed
DF-300-304, 307	35 MPH
DF-12, 608	45 MPH

On Exeter Branch, between MP-287.10 and MP-295.52, maximum speed of trains as shown below must not be exceeded when handled by following AT&SF Ry. engines subject to further restrictions shown in Speed Restrictions for Trains table above:

Engines	Speed
Diesels 99, 2650 to 2893	30 MPH

On Visalia Branch maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions for Trains table above:

Engines	Speed
BS 615	25 MPH
AS 410	25 MPH
EF 415B, EP 415B	20 MPH
ES 410, AS 410	20 MPH
EF 415B, EP 415B	15 MPH

SPECIAL INSTRUCTIONS — BAKERSFIELD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	ALL TRAINS
MP MP Column:	1
EASTWARD, GOSHEN JCT. TO COALINGA:	
239.53 to 240.13 (Wye)	15
240.13 to 251.65	40
251.65 to 253.40 (Hanford)	30
253.40 to 256.48	40
256.48 to 256.49 (Lake St. Armona)	20
256.49 to 260.25	40
260.25 to 261.25 (Lemoore)	30
261.25 to 264.99	40
264.99 to 265.07	10
265.07 to 265.51	20
265.51 to 280.00	40
280.00 to 296.39	30
EASTWARD, ROSSI TO STRATFORD:	25
EASTWARD, FRESNO TO ROCKFIELD:	
★206.15 to 209.80	15
209.80 to 212.11	20
212.11 to 223.15	30
223.15 to 225.77	20
EASTWARD, KERN JCT. TO BUTTONWILLOW:	
313.44 to 314.15 (street crossings)	15
314.15 to 316.62	25
316.62 to 316.65 (US Highway 99)	15
316.65 to 347.00	30
EASTWARD, OIL JCT. TO OIL CITY:	20
EASTWARD, MAGUNDEN TO ARVIN:	
316.66 to 317.06	10
317.06 to 329.76	25
329.76 to 329.95	10
329.95 to 333.54	25

TERRITORY	ALL TRAINS
MP MP Column:	1
WESTWARD, COALINGA TO GOSHEN JCT.:	
296.39 to 280.00	30
280.00 to 265.51	40
265.51 to 265.07	20
265.07 to 264.99	10
264.99 to 261.25	40
261.25 to 260.25 (Lemoore)	30
260.25 to 256.49	40
256.49 to 256.48 (Lake St. Armona)	20
256.48 to 253.40	40
253.40 to 251.65 (Hanford)	30
251.65 to 240.13	40
240.13 to 239.53 (Wye)	15
WESTWARD, STRATFORD TO ROSSI:	25
WESTWARD, ROCKFIELD TO FRESNO:	
225.77 to 223.15	20
223.15 to 212.11	30
212.11 to 209.80	20
★209.80 to 206.15	15
WESTWARD, BUTTONWILLOW TO KERN JCT.:	
347.00 to 316.65	30
316.65 to 316.62 (US Highway 99)	15
316.62 to 314.15	25
314.15 to 313.44 (street crossings)	15
WESTWARD, OIL CITY TO OIL JCT.:	20
WESTWARD, ARVIN TO MAGUNDEN:	
333.54 to 329.95	25
329.95 to 329.76	10
329.76 to 317.06	25
317.06 to 316.66	10

★**Regulated by City ordinance.**

On Coalinga Branch, maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions for Trains table above:

EF 415B	45 MPH
GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	35 MPH

On Oil City Branch between MP-312.00 to MP-314.21 maximum speed must not be exceeded when handled by following engines subject to further restrictions shown in Speed Restrictions for Trains table above:

AS 410; GS 404; ES 406; AS 407; ES 408; ES 408B; ES 409; AS 409; AS 410; BS 410; ES 410; BS 412; ES 412; FS 412	5 MPH

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	10
Through sidings, Goble, Sun-Maid, Traver, Goshen Jct., Tulare, Tipton, Earlimart, Delfar, Famoso, Cawelo and Saco, except:	30
Through turnouts these sidings	25
On wye and packing house tracks at Locans	10
On spur leading from Pinedale	20
Through crossover Sandcut and through siding and turnouts Summit Switch	20
Through sidings and turnouts between Ilmon and Tehachapi, inclusive; except:	25
Through turnout at east end of short siding Woodford, MP-349.06	20
Through turnouts on other than sidings	10
On Branches	10

RATING OF ENGINES — In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield and Fresno via Goshen Jct.	Famoso and Fresno via Porterville	Rockfield to Fresno	Fresno to Rockfield Goshen Jct. and Exeter Richgrove and Jovista Oil Jct. and Oil City	Bakersfield to Buttonwillow	Coalinga to Goshen Jct. Rossi and Stratford Buttonwillow to Bakersfield Goshen Jct. to Armona	Armona to Coalinga	Bakersfield to Mojave	Mojave to Bakersfield	Magunden and Arvin
EP 620A, EP 623A, EP 624A	6000-6004, 6017, 6018, 6046-6054	3125	2450						500	550	
AP 620B	5921, 5924	3150	2475						525	575	
AP 620A	6011, 6015, 6020-6045	3150	2475						525	575	
EP 415A EF 415A	351-379, 6138-6470, SSW 925-975, odd nos. only except with 61:16 gear ratio trucks	2750	2175						500	550	
FP 624	3020-3035										
EP 418	3000-3009, SSW 3641-3652, 3653-3727	3700	2925	1720	2400	1000	3175	2300	675	750	2300
EF 618	3800-3966	5900	4650	2600	3750	1500	5100	3550	1000	1100	3550
EF 625	6900-6928	7825	8975	3275	8530	9700	10000	4750	1250	1450	5675
AF 628	7100-7128	9375	8000	3600	10000	7925	10000	5375	1375	1575	6325
EF 630	8400-8474	9825	8500	3825	10000	10000	10000	5700	1500	1650	6575
EF 636	8800-8934	9775	9000	3975	10250	12000	12000	6000	1575	1700	6825
KF 636	9106-9120	7050	5500						1300	1400	
KF 636A	9100-9105	7050	5500						1300	1400	
AF 624	SSW 5150-5159, 5160-5162	5400	4300						1025	1125	
AS 407	1023-1032	1375	1175	670	950	315	1175	900	240	265	900
AS 418	2900-2936	3800	3000	1775	2450	1025	3300	2375	725	775	2350
AS 618	2950-2970	7275	5550			1850	6100	4325	1300	1400	4275
AS 409	1200-1257	2650	2075	1175	1675	675	2250	1600	500	525	1600
AS 410	1700-1845	2075	1775	1025	1450	500	1775	1375	①375	②420	1375
AS 409	1270-1281	4300	3200	1925	2575	1050	3525	2500			
ES 615	5279-5293, 5309-5315, except with 65:12 gear ratio trucks 5308, 5316-5335	5900	4650	2600	3750	1500	5100	3550	1000	1100	3550
BS 412	2100-2157	2975	2275	1525	1850	740	2525	1775	505	550	1750
BS 616B	4901-4905										
BS 615	187-190, 5205-5222, 5224-5226, 5243, 5245	4900	4575				5000	3500	850	925	
ES 406	1000-1016	1375	1175	670	950	315	1175	900	240	265	900
ES 408	1100-1128	3000	2300						500	575	
ES 409	1170-1179										
FS 412	2350-2394										
GS 404	3, 4, 1652	1075	850	490	690	280	925	660			
GS 407	5100-5120	1875	1475	850	1200	495	1625	1150	350	375	1110

Following AT&SFRy engines may operate between Oil Jct. and Ducor: Diesels 1500 to 1537; 2322 to 2391; 99, 2650 to 2893.

①Rating Bakersfield to Edison 900.

②Rating Edison to Bakersfield 4000.

Any AT&SFRy. engine may operate between Kern Jct. and East Mojave.

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN THE ENGINE RATING TABLE.

RULE 10-J. Speed signs to left of track.

Westward	Reading	Eastward	Reading
MP-461.80	60	MP-413.46	50
		MP-458.94	60-25

RULE 82-A. Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance, and need not obtain clearance at Burbank Jct., if cleared by train-order signal.

Lone Pine: Crew arriving Lone Pine on No. 700 may assume schedule of No. 701 without obtaining clearance.

RULE 83. OAK CREEK BRANCH. Extra trains operating between Mojave and Creal, in addition to information required by train register located at Mojave, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Mojave must also be entered in column captioned "Signals." An extra train en route Creal must not leave Mojave until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Mojave accordingly.

Identification may be made between Burbank Junction and Glendale to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and Rule 14(k) will apply.

RULE 83-A. At the following station, only the trains indicated will register:

Saugus.......Trains originating or terminating.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Mojave......All trains.

When a regular train or section of schedule is checked on register at Los Angeles it will not be necessary to obtain check of the same train at Burbank Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
378.87	Mojave	382.59
	" (Lone Pine Branch)	381.60
	" (Oak Creek Branch)	380.96
404.12	Lancaster	407.53
413.15	Palmdale	415.57
419.73	Vincent	421.27
449.37	Saugus	451.64
448.17	" (Santa Paula Branch)	
460.87	San Fernando	468.50
427.68	Searles	430.03
517.5	Lone Pine	End of track

Yard limit sign located to left of track:
Eastward at Burbank Jct. at MP 471.20.

Mojave: Unless proceed signal is received from yardman, green flag by day, green light by night, trains and engines from Lone Pine Branch must stop at stop sign located 500 feet east of highway crossing MP-380.34 and obtain instructions from yardmaster by telephone as to track to be used.

Trains leaving yard tracks west end of Mojave must receive proceed signal from yardman, green flag by day, green light by night, unless engineer is orally authorized to proceed.

RULE 99. Extra trains originating at Mojave and operating between Mojave and Creal will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Mojave and are authorized to operate as Extra trains between Mojave and Creal without obtaining a clearance. Rule 99 will not apply between Mojave and Creal.

RULE 103-A.

Searles: Automatic crossing gates in service Searles Road, MP-428.6. Crews of trains or engines making stop or reverse movement over crossing must know that gates are down.

Pacoima: Automatic crossing gates in service Van Nuys Boulevard crossing MP-463.34. Gates will remain lowered if engines or cars occupy tracks 50 feet either side of crossing. Crews of trains or engines making stop or reverse movement over crossing on either track must know that gates are down before entering crossing.

Sun Valley: Cars or engines must not be left standing on main track or siding within 100 feet of either side of Sunland Blvd. crossing, MP 467.8. When switching over Sunland Blvd., engines or cars must stop within 50 feet of crossing and not enter crossing until traffic signals on both sides of crossing are synchronized with the automatic warning devices.

At the following locations trains or engines must not enter the crossings until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating:

Station	Location	Mile Post
Lancaster	Siding and Corral Track, Ave. "I"	405.1
Lancaster	Siding-Lancaster Blvd.	405.5
Palmdale	Siding-Palmdale Ave.	413.7

RULE 104. The normal position of switches at the end of double track and at junctions is as follows:

Mojave.......Lone Pine Branch, for westward track,
Saugus.......Santa Paula Branch, for westward siding,
Searles.......Trona Ry, for track No. 1.

RULE 105. Saugus. Westward siding is first track south of main track extending from MP-451.50 to MP-450.40. Eastward siding is first track north of main track extending from MP-449.40 to MP 450.50.

Trains or engines must not foul westward siding from east end of Bunnell storage track until permission is received from train-order operator.

San Fernando. Siding is for use only by passenger trains, light engines and local freight trains.

RULE 208. Third and fourth paragraphs will not apply at Vincent if train order restricting the movement of a train at Vincent is to be delivered, the operator may deliver the order, but must not clear interlocking signal at the leaving end of siding until train has stopped.

This rule will not apply to westward trains at Burbank Jct. when train to which restricting order is addressed is entering siding.

RULE 211.

Saugus. Will apply when letter "M" is illuminated in letter-type indicator as follows:

On Signal	Approaching
4486	Saugus

Letter "M", when illuminated, authorizes and requires eastward trains to proceed on main track to east end eastward siding.

Westward interlocking signal at east switch, westward siding, displaying proceed indication authorizes and requires westward trains to proceed on main track to train order office.

To enable Train Dispatcher to advance a westward train beyond Burbank Junction where it is restricted for an opposing or a following train, Operator after receiving verbal authority from Train Dispatcher, will clear interlocking signal at west end of double track east of Burbank Junction for movement on main track on route desired which will be an indication to an approaching train that orders have been issued authorizing movement to the next station at least, against and ahead of all superior trains and will not require the issuance of Form N Train Order or the lowering of Train Order signal several times.

RULE 221.

Burbank Jct. is train-order office only for westward trains.

Train orders restricting the movement of trains may be delivered westward trains while moving when entering the siding at Burbank Jct.

Unit for display of flashing light installed at following location:

Station	Location	Direction
Lancaster	On train-order signal mast	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

Lone Pine is train-order office only between 6:30 AM and 3:30 PM, daily, except Saturdays, Sundays and Holidays.

RULE D-251. Will apply as follows: Both main tracks between west interlocking limits East Mojave and Mojave.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3894	Spring switch, west end siding, Ansel	
	Spring switch, east end siding, Ansel	P-3911
P-3992	Spring switch, west end siding, Oban	
	Spring switch, east end siding, Oban	P-4009
P-4046	Spring switch, west end siding, Lancaster	
	Spring switch, east end siding, Lancaster	P-4057
P-4092	Spring switch, west end siding, Denis	
	Spring switch, east end siding, Denis	P-4109
	Spring switch, east end siding, Palmdale	P-4143
P-4156	Spring switch, west end siding, Harold	
	Spring switch, east end siding, Harold	P-4167
P-4248	Spring switch, west end siding, Paris	
	Spring switch, east end siding, Paris	P-4257
P-4284	Spring switch, west end siding, Ravenna	
	Spring switch, east end siding, Ravenna	P-4297
P-4338	Spring switch, west end siding, and slide detector fence middle of siding, Russ	
P-4346 P-4348	Slide detector fence at MP 435	
	Spring switch, east end siding, and slide detector fence middle of siding, Russ	P-4347
	Slide detector fence at MP 435	P-4357
P-4382	Spring switch, west end siding, Lang	
	Spring switch, east end siding, Lang	P-4393
P-4426	Spring switch, west end siding, Humphreys	
	Spring switch, east end siding, Humphreys	P-4435
P-4466	Spring switch, west end siding, Honby	
	Spring switch, east end siding, Honby	P-4475
	Spring switch, east end eastward siding, Saugus	P-4505
P-4504	Spring switch, west end westward siding, Saugus	
"A" Signals MP-451.46	High Water Detector Saugus-Newhall MP-451.92	P-4523
	Spring switch, east end siding, Newhall	P-4541
P-4580	Spring switch, east end siding, Sylmar	P-4593
P-4610	Spring switch, west end siding, San Fernando	

RULE 516. Overlap post:
Pacoima..........Westward trains, MP 463.30.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Ansel	West end siding	Main track
Ansel	East end siding	Main track
Oban	West end siding	Main track
Oban	East end siding	Main track
Lancaster	West end siding	Main track
Lancaster	East end siding	Main track
Denis	West end siding	Main track
Denis	East end siding	Main track
Palmdale	East end siding	Main track
Harold	West end siding	Main track
Harold	East end siding	Main track
Paris	West end siding	Main track
Paris	East end siding	Main track
Ravenna	West end siding	Main track
Ravenna	East end siding	Main track
Russ	West end siding	Main track
Russ	East end siding	Main track
Lang	West end siding	Main track
Lang	East end siding	Main track
Humphreys	West end siding	Main track
Humphreys	East end siding	Main track
Honby	West end siding	Main track
Honby	East end siding	Main track
Saugus	East end eastward siding	Main track
Saugus	West end westward siding	Main track
Sylmar	East end siding	Main track
Sylmar	West end siding	Main track
Newhall	East end siding	Main track
San Fernando	West end siding	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Vincent	West end westward siding	Eastward siding
Vincent	East end eastward siding	Westward siding

Switch-point indicators located at:

Mojave..........Spring switches at east end tracks Nos. 2, 3 and 4.

Indicator does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over in westward direction.

RULE 538.

Lone Pine. Spring derail installed in main track MP-517.9.

RULE 605. INTERLOCKING

East Mojave: Limits extend from eastward interlocking signals on main track at MP 381.30 and eastward interlocking signal at clear point of east end yard lead to westward interlocking signal at MP 381.50 on SP main track and MP 816.50 on AT&SFRy main track and to westward signal on tail track and interlocking is under control of signal operator Mojave.

Eastward signal at MP 381.30 governs movements as follows:

Top unit to SP main track,
Middle unit to AT&SF Ry main track,
Bottom unit to tail track.

Eastward signal (for eastward movements against current of traffic) at MP 381.30 governs movements as follows:

Top unit to SP main track,
Bottom unit to AT&SFRy main track.

Westward signals on SP and AT&SFRy main tracks at MP 381.50 and AT&SFRy MP 816.50 govern movements as follows:

Top units to westward SP main track,
Bottom units to westward interlocking limits on eastward main track or to clear point of east end yard lead.

Signal at clear point on tail track governs movements to westward interlocking limits on eastward main track or to clear point of east end yard lead.

Telephones located on telephone pole at MP 381.30 and in booth at east interlocking limits.

Vincent: West Zone.—Limits extend from signals located 50 feet west to 300 feet east of the power operated switch at west end of eastward siding.

East Zone.—Limits extend from signals located 50 feet east to 300 feet west of the power operated switch at east end of westward siding.

When interlocking signals display a proceed indication, trains are authorized to proceed on main track ahead of and against all trains to interlocking signal at opposite end of siding.

Saugus-Newhall: Limits extend from 265 feet west of east switch of westward siding Saugus to 265 feet east of west switch of siding Newhall.

Burbank Jct.: Whistle signals:

To Mojave Subdivision, or to Los Angeles, —,
To siding, o o o o o.

RULE 663(b).

Signal Operators at Mojave and Vincent may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making a facing point or trailing point movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

RULE 705. LETTER TYPE INDICATORS. Indicators located as follows:

Illumn. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	4486	Saugus	Proceed on main track to east end eastward siding.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	3945	Ansel	Signal 3895 west end Ansel.
W	3979	Ansel	
H	3978	Signal	Signal 4008 east end Oban.
W	3946	Oban	

When letter H is illuminated, train must be stopped before reaching location of readout and member of crew must open hot bearing detector box. When letter W is illuminated train must stop and not proceed until indicator is extinguished. Telephone located near letter W.

Refer to Rule 705 All Subdivisions.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Mojave: Through freight trains left standing without crew when consist is not to be disturbed will set hand brakes on cars in train as follows:

Ten brakes on east end and ten brakes on west end unless conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Other freight trains or cuts of cars left standing will have hand brakes set as follows:

25 cars or less	10 brakes on east end
26 to 50 cars	15 brakes on east end
Over 50 cars	20 brakes on east end

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes must be set with the assistance of a brake club after train has stopped.

Portable rail skids are hung on posts at lower end of sidings at:

Ansel
Oban
Denis
Harold
Vincent
Paris (West End)
Paris (East End)
Ravenna
Russ
Lang
Newhall

When necessary to leave cars on these sidings they must be left clear of the Approach Circuit Board.

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post.

AIR BRAKE RULES

RULE 17. With no dynamic brake in operation, one (1) retaining valve for each 60 tons in train must be used on freight and mixed trains on descending grade eastward Vincent to Lang; and Sylmar or San Fernando to Burbank Junction; Searles to MP-412 and Creal to Mojave.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Mojave until notified by yardmaster or his representative that train is made up and caboose is on train. Yardmen must not perform switching on, or couple other cars to a train on which caboose has been attached without instructions from the yardmaster who will see that members of crew are notified in advance.

RULE 25. Will apply for eastward and westward trains stopping at Vincent and to westward trains stopping at Searles. Eastward and westward trains not stopping at Vincent and westward trains not stopping at Searles, will make running air test by applying train air brakes with sufficient force to insure that air brakes are operating properly and to give assurance by observation of air gauge on caboose that there has been a brake pipe reduction made. After receiving this assurance, trainmen will inform engineer when brake pipe pressure is being restored.

RULE 33. Maximum tonnage per operative brake permitted between:

Searles and MP-412.00 except:	75 tons
When using pressure maintaining system of braking at speed not to exceed 20 MPH	100 tons
Palmdale and Saugus	63 tons
Creal and Mojave	100 tons

Maximum tonnage per operative brake Palmdale to Saugus is 63 tons except, with dynamic brake in operation the following will govern:

Two 4-axle units	65 tons
Four 4-axle units	75 tons
One 6-axle unit	70 tons
Two 6-axle units	75 tons
Three 6-axle units	80 tons
Four 6-axle units	85 tons

100 tons per operative brake may be handled with trains of 6000 tons or less having dynamic brakes in use running at reduced speed not to exceed 20 MPH Vincent to Paris. When dynamic brakes are not in use, speed must not exceed 15 MPH Vincent to Paris and 20 MPH Paris to Lang.

If dynamic brake failure occurs while handling in excess of 63 tons per operative brake, train may proceed if, in judgment of conductor and engineer, it is safe to do so, at speed not exceeding 15 MPH. Retaining valves must be used as prescribed by Air Brake Rule 17.

PASSENGER TRAINS

RULE 39. Running test must be made at Vincent and on westward trains at San Fernando except when approaching these locations retardation from application satisfies engineer air brakes operate as intended throughout train.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Sun Valley—Consolidated Rock tracks, beyond 75 feet west of derail.
All engines	Inyokern—Must not go beyond 200 feet west of east interchange track.

Boxes, secured with switch locks, at east portal of Tunnel 25 contain two knuckles, two air hoses and a wrench for emergency use.

Switches controlling lights in Tunnel 25 are located at each portal. Lights must be extinguished when not in use.

11. Load limit (car and contents):

Mojave-Burbank Jct.	263,000 pounds
Mojave-Lone Pine	251,000 pounds
Mojave-Creal	251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Mojave	24 (Water)
Lancaster	5 (Water)
Cantil	4 (Water)

29. Operation between MP 449.78 Saugus, and Burbank Jct., under the jurisdiction of Los Angeles Division. Train dispatching between Saugus and Burbank Jct. is under the jurisdiction of San Joaquin Division.

Employees operating in and out of Los Angeles LAUPT are required to have a copy of, and be conversant with current book of rules of LAUPT.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
435.80	East of Russ	Overhead highway crossing	Overhead
436.80	East of Russ	Tunnel 18	Overhead & side
437.30	East of Russ	Tunnel 19	Overhead & side
459.40	West of Sylmar	Tunnel 25	Overhead & side
426.80	West of Searles	Tunnel 29	Overhead

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
EASTWARD, MOJAVE TO BURBANK JCT.:		
380.70 to 381.30	45	25
381.30 to 381.40 (through turnouts)	25	25
381.40 to 414.76	79	60
414.76 to 417.36	50	50
417.36 to 420.00	30	25
420.00 to 422.00	30	25
422.00 to 426.33	45	25
426.33 to 435.19	30	25
435.19 to 436.74	35	25
436.74 to 438.17	30	25
438.17 to 439.41	40	35
439.41 to 442.13	45	35
442.13 to 446.22	30	30
446.22 to 448 23	45	35
448.23 to 448.60	30	30
448.60 to 454.81	40	40
454 81 to 456.25	40	25
456.25 to 457.25	30	25
457.25 to 458.94	40	25
458.94 to 461 80 (Sylmar)	60	35
461.80 to 461.90 (street crossings)	60	35
461.90 to 471.49 (Burbank Jct.) except:	60	45
thru crossover west of tower	25	25
EASTWARD, MOJAVE TO LONE PINE:		
380.09 to 380.47	15	15
380.47 to 401.00	49	49
401.00 to 422.00	49	49
422.00 to 428.20	30	30
428.20 to 428.80	15	15
428.80 to 518.00	30	30
EASTWARD, MOJAVE TO CREAL:		
380.70 to 386.75	30	30
386.75 to 389.90	25	25

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
WESTWARD, BURBANK JCT. TO MOJAVE:		
471.49 to 461.90	60	60
461.90 to 461 80 (street crossings)	60	60
461.80 to 458.94 (Sylmar)	60	60
458 94 to 457.25	40	40
457.25 to 456.25	30	30
456.25 to 453.00	40	25
453.00 to 448.60	40	40
448.60 to 448.23	30	30
448.23 to 446.22	45	45
446.22 to 442.13	30	30
442.13 to 439.41	45	45
439.41 to 438.17	40	40
438.17 to 436.74	30	25
436.74 to 435.19	35	35
435.19 to 426.33	30	25
426.33 to 422.00	45	45
422.00 to 420.00	30	30
420.00 to 417.36	30	25
417.36 to 414.76	50	45
414.76 to 381.40	79	60
381.40 to 380.70	50	45
WESTWARD, LONE PINE TO MOJAVE:		
518.00 to 428.80	30	30
428.80 to 428.20	15	15
428.20 to 412.90	30	30
412.90 to 401.00	49	49
401.00 to 380.47	49	49
380.47 to 380.09	15	15
WESTWARD, CREAL TO MOJAVE:	20	20

Light engines descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

Light engines may make Column 1 speed not exceeding 70 MPH.

Freight and mixed trains carrying 90-lb. brake pipe pressure containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH provided trains do not exceed:

Number of Cars	Tons Per Operative Brake
70	70
75	69
80	68
85	67
90	66
95	65
100	64
105	63
110	62
115	61
120	60
125	58
130	56
135	54
140	52
145	50

except as follows:

EASTWARD

MP-381.40 to MP-414.21 .... 65 MPH
MP-420.50 to MP-426.33 .... 25 MPH

WESTWARD

MP-420.50 to MP-417.36 .... 25 MPH
MP-417.36 to MP-414.21 .... 45 MPH
MP-414.21 to MP-381.40 .... 65 MPH

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through yard and other tracks, wyes, balloon tracks, crossovers and turnouts except:	10
Through sidings Ansel, Oban and Denis, except:	30
Through turnouts these sidings:	25
Through all other sidings, except:	20
Through turnout at east end Ravenna and through sidings and turnouts Saugus, Newhall, San Fernando, Pacoima, Sun Valley and Burbank Jct.	15
Through turnouts on other than sidings	10
On branches	10

On Lone Pine Branch between MP-428.87 and MP-493.51, maximum speed of trains as shown below must not be exceeded when handled by following engines, subject to further restrictions shown in Speed Restrictions for Trains table above:

BS 615	25 MPH
AS 409, 410	25 MPH
EF 415A, EP 415A, EF 418	20 MPH
ES 410, FS 412	20 MPH
EF 415B, EP 415B	15 MPH

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Mojave to Rosamond Rosamond and Lancaster	Lancaster to Saugus	Rosamond to Mojave	Saugus to Lancaster	Los Angeles to Saugus	Saugus to Los Angeles
EP 620A, EP 623A, EP 620B	6000-6004, 6017, 6018, 5900-5917	3400	600	975	600	650	650
AP 620A, AP 620B	6011, 6015, 6020-6045, 5921-5924	3425	625	1000	625	650	650
EP 624A	6046-6054						
FP 624	3020-3035						
EP 418	3000-3009	3950	775	1220	775	835	825
EF 415A, EP 415A, EF 415B, EP 415B, EF 418A, EF 418B	351-379, 6138-6470, SSW 925-975, 535-551, 8022-8303, 600-637, 700-725, with 62/15 gear ratio with 61/16 gear ratio	4325	875	1150	850	1000	975
EF 618	3800-3830, 3850-3966	6500	1200	1875	1175	1250	1300
EF 418	3400-3640, 3653-3727, SSW 3641-3652	3000	600	950	600	650	650
AF 624	SSW 5150-5159, 5160-5162	5900	1175	1825	1175	1250	1250
EF 425	SSW 6500-6519, 6520-6681	5900	1175	1825	1175	1250	1250
EF 625	6900-6928	7550	1475	2375	1350	1550	1525
AF 628	7100-7128	7975	1625	2675	1500	1725	1675
EF 630	8400-8474	8925	1700	2875	1550	1800	1750
EF 636	8800-8934	8900	1725	3000	1575	1900	1800
KF 636A, KF 636	9100-9120	7625	1450	2275	1450	1550	1525
GS 404	3, 4, 1652						
ES 406, AS 407	1000-1016, 1023-1032	1375	280	485	280	300	300
ES 409	1170-1179						
AS 409	1200-1257	2850	550	825	550	600	
AS 409	1270-1281						
AS 410, BS 410, ES 410	1700-1845, SSW 1850-1854, 1855-1869, 1904-1913, SSW 1900-1903, 1914-1953	2075	445	750	445	490	490
BS 412	2100-2157	3450	625	1000	580	660	665
FS 412	2350-2394						
GS 407	5100-5120						
BS 615	5200-5202						
BS 615, BS 615B, BS 616	187-190, 5205-5222, 5224-5226, 5243, 5245, 4900, 177-184, 5223, 5228-5278	5000	975	1525	975	①1350	1350
ES 615 BS 615B, BS 616B	2715, 2723-2742, 4901-4905	5000	1450	2250	1450	1550	1525
AS 618	2950-2970	7875	1475	2275	1450	1575	1575
AS 418	2900-2936	4075	800	1275	800	850	825

①Rating Los Angeles to San Fernando 2250.

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN THE ENGINE RATING TABLE.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Mojave to Lone Pine	Lone Pine to Mojave	Mojave to Creal	Creal to Mojave
EF 415B	535-551, 8022-8303	950	1600		
EP 415B	SSW 926-958 even nos. only, except				
	with 61:16 gear ratio trucks				
	with 60:17 gear ratio trucks				
BS 615	5200-5202				
BS 615	187-190, 5205-5222, 5224-5226, 5243, 5245	1500	2525		
BS 616B	4901-4905				
EF 618	3800-3830, 3850-3966	1600	2600	1350	1000
AS 618	2950-2970	1875	3150	1625	1000
EP 418	3000-3009	1025	1700		
EF 418	3400-3640, SSW 3641-3652, 3653-3727	1025	1700		
AS 418	2900-2936	1050	1775	900	1000
ES 406	1000-1016	375	660		
AS 407	1023-1032	375	660		
AS 409	1200-1257	675	1150	625	4000
AS 410	1700-1845	585	1025	650	4000
BS 412	2100-2157	750	1300	650	4000
FS 412	2350-2394				
GS 404	3, 4, 1652				
FP 624	3020-3035				
ES 408	1100-1128	800	1300		
ES 409	1170-1179				
AS 409	1270-1281				

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN THE ENGINE RATING TABLE.

RULE 5. Time of arrival Tracy for first-class trains from Lathrop Line will apply at Signal 721. Trains not pass this point ahead of designated time.

Time for freight trains at Tracy to and from Lathrop Line will apply at clearance point to crossover west of Banta Road Crossing MP 73.5.

Freight trains arriving Tracy from Western division must be clear of main track in advance of these times as prescribed by Rule 86.

RULE 21-C. Extra trains between Fresno and Polk within CTC limits or territory where Rule D-251 applies, need not display train indicators or white classification lights except when handling excess width loads covered by train order. Markers must be properly displayed.

RULE 82-A. Trains to San Joaquin Division at Polk. originating at Sacramento, Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed San Joaquin Division. Train orders addressed to such trains at Sacramento, Roseville or Antelope will apply the same as if addressed to them at Polk.

First-class trains to or from San Joaquin Division at Polk will assume the corresponding number and schedule at Polk without clearance.

RIVERDALE BRANCH. Trains operating on Riverdale Branch will move only by train order authority except at San Joaquin between MP-190.00 and MP-193.00.

OAKDALE BRANCH. Extra trains originating at Stockton and operating on Oakdale Branch will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Stockton and are authorized to operate as extra trains without obtaining a clearance.

KENTUCKY HOUSE BRANCH. Extra trains originating at Lodi and operating on Kentucky House Branch will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Lodi and are authorized to operate as extra trains without obtaining a clearance.

IONE BRANCH. Extra trains originating at Lodi and operating beyond Galt on Ione Branch will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Galt and are authorized to operate as extra trains on Ione Branch without obtaining a clearance at Lodi.

BIOLA BRANCH. Extra trains originating at Fresno Yard and operating beyond Biola Junction on Biola Branch will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Biola Junction and are authorized to operate as extra trains on Biola Branch without obtaining a clearance.

Westward trains originating at Fresno Yard will obtain train orders, register and check register at Fresno Yard.

RULE 83.

OAKDALE BRANCH. Extra trains operating on Oakdale Branch in addition to information required by train register located at Stockton, must register destination of trip (turning point) and date of departure in the Column captioned "Signals." When trip has been completed, date of arrival at Stockton must also be entered in Column captioned "Signals." Extra trains en route into this territory must not leave Stockton until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Stockton accordingly.

KENTUCKY HOUSE BRANCH.

Extra trains operating beyond Victor, MP-107.50 on Kentucky House Branch in addition to information required by train register located at Victor, must register destination of trip (turning point) and date of departure in the Column captioned "Signals." When trip has been completed, date of arrival at Victor must also be entered in Column captioned "Signals." Extra trains en route into this territory must not leave Victor, MP-107.50, until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Victor accordingly.

IONE BRANCH.

Extra trains operating on Ione Branch in addition to information required by train register located at Galt, must register destination of trip (turning point) and date of departure in the Column captioned "Signals." When trip has been completed, date of arrival at Galt must also be entered in Column captioned "Signals." Extra trains en route into this territory must not leave Galt until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Galt accordingly.

BIOLA BRANCH.

Extra trains operating on Biola Branch in addition to information required by train register located at Biola Junction, must register destination of trip (turning point) and date of departure in the Column captioned "Signals." When trip has been completed, date of arrival at Biola Junction must also be entered in Column captioned "Signals." Extra trains en route into this territory must not leave Biola Junction until it has been ascertained from the train register that all preceding trains via the route to be used have completed their trip and registered time and date of arrival at Biola Junction accordingly.

RULE 83-A. At the following stations only trains indicated will register:

Sacramento	Trains originating or terminating
Stockton	Trains originating.
Stockton	Trains via Oakdale Branch.
Victor	Trains beyond Victor via Kentucky House Branch.
Galt	Trains via Ione Branch originating or terminating.
Modesto	Trains originating or terminating.
Merced	Trains originating or terminating.
Turlock	Trains originating or terminating.
Biola Jct.	Trains via Biola Branch originating or terminating.
Ingle	Trains required by train order. Trains via Riverdale Branch originating or terminating.
Fresno Yard	Trains terminating.

At Stockton trainmen and enginemen should be on the lookout for messages to be picked up if light is showing in Train-Order stand.

RULE 83-B. At open train-order offices trains may register by tickets as follows:

Tracy..........No. 51 and 52.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP		East MP
78.50	Tracy (Martinez-Pratton Line)	85.64
66.50	" (Niles-Polk Line)	74.37
99.10	Westley	101.10
105.85	Patterson	108.62
112.00	Crows Landing	114.50
117.95	Newman	121.04
122.50	Gustine	124.60
134.20	Los Banos	142.01
152.20	Dos Palos	155.00
164.94	Firebaugh-Mendota	178.50
181.10	Ingle	182.50
	" (Riverdale Branch)	End of track
192.46	Kerman	194.53
203.00	Fresno (Pratton-Tulare Line)	210.79
208.44	" (Biola-Porterville Line)	208.15
199.34	" (Merced-Clovis Line)	209.60
85.09	Stockton	92.17
	" (Oakdale Branch)	94.40
103.53	Lodi (Kentucky House Branch)	107.50
103.51	" (Woodbridge Branch)	End of track
131.60	Sacramento (Polk Line)	136.33

Tracy. Trains moving on main track in either direction will move between junction switch MP-70.62 and west switch of train yard by block signals whose indications will supersede the superiority of trains.

Westward freight trains entering Tracy Yard must not pass Signal No. 735 unless proceed signal received from a yardman or engineer is orally authorized. Movement into yard tracks should not exceed 8 MPH so as to allow verification of train.

At Fresno Yard trains or engines will operate between MP 199.32 and MP 201.80 on signal indication, which indication will supersede superiority of trains between these points.

Fresno:

When Signal 2046 on Pratton line, or Signal 2042 on eastward track displays stop indication train must stop, and after proceed signal received from yardman (green flag by day, green light by night) may then proceed as prescribed by Rules 509 and 513.

Eastward trains via Pratton line to Fresno Yard must receive proceed signal from yardman (green flag by day, green light by night) before fouling eastward or westward main track.

Fresno Yard: Trains entering or leaving yard tracks must receive proceed signal from yardman (green flag by day, green light by night), except within limits of diverging route signals.

Oakdale: Trains and engines must move with caution between F and G Sts. expecting to find main track occupied by Sierra Ry. trains or engines.

RULE D-97-A. Will apply between MP 81.24 and MP 92.2.

RULE 98. Railroad crossings at grade not interlocked:

Trains and engines must approach with caution, and may move over the following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Stockton...CCTCo., crossing of Oakdale Branch near MP 92.0,

Stop clear of the following crossings, then proceed if no movement approaching on intersecting line:

Brandywine. CCTCo., crossing of Kentucky House Branch,
Oakdale.....AT&SFRy, crossing of Oakdale Branch,
MP 116.7 on Ione Branch...CCTCo., crossing of Ione Branch.
Modesto.....MET Company Crossing at "B" Street.

Stockton: AT&SFRy. crossing on connection to SPB-Ry. at Church and Edison Streets:

Stop not less than 10 feet nor more than 50 feet from crossing, then proceed (if no movement approaching on intersecting line). During fog, inclement weather or obscured visibility member of crew must flag through crossing after ascertaining there is no movement on conflicting route.

RULE 99. Rule 99 will not apply in following areas:

Oakdale Branch	Between MP-94.40 and end of branch.
Kentucky House Branch	Between MP-107.50 and end of branch.
Ione Branch	Between Galt and end of branch.
Biola Branch	Between MP-208.44 and end of branch.

RULE 103-A. Automatic crossing gates:

Crossings protected by gates, with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or movements from yard tracks over crossings, must know that gates are down before entering crossings.

Station	Location	MP
Tracy	Central Ave.	70.8
Tracy	Banta Road	73.6
Stockton	McKinley Ave.	87.8
Stockton	Hazelton Ave.	90.5
Stockton	Church Street	90.6
Stockton	Lafayette Street	90.7
Stockton	Market Street	90.9
Stockton	Main Street	90.95
Stockton	Weber Avenue	91.0
Elk Grove	Main Street	123.00
Florin	Florin Road	129.00
Need	Twin Cities Road	114.5
Tracy	U.S. Highway 50	81.1
Manteca	Yosemite Street	96.7
Covell	Dakota Street	107.5
Modesto	Kansas Avenue	112.3
”	L Street	112.7
* ”	K Street	112.8
* ”	I Street	113.0
”	H Street	113.1
”	G Street	113.2
”	B Street	113.6
Turlock	Olive Street	126.0
* ”	Main Street	126.1
* “	Marshall Street	126.2
Arena	Arena Way	139.0
Merced	"J" Street	150.8
Chowchilla	Robertson Blvd.	168.1
Biola Junction	Shaw Avenue	198.5

*Trains stopped at station to receive or discharge traffic must sound whistle to actuate the gates immediately prior to starting train and crossing must not be entered until it is known that gates are down.

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew:

Lodi	Crossing Oak St. (D-103.25) and Pine St. (D-103.3 on yard tracks),
Tomspur	Crossing on Tri-Valley Co. spur, D-98.1,
Woodbridge	Crossing Woodbridge Road on General Mills spur, DE-105.3-C,
Carbondale	Crossing County road when on industry track, DG-132.1,
Salida	Broadway St. crossing for any movement that does not operate wigwag, B-106.4,
Modesto	Tully Ave., on Grange Co. spur, B-112.25-C,
Modesto	B St. on Shoemaker spur, B-113.55-C,
Chowchilla	Highway crossing and Robertson St., on Standard Oil Co. spur, B-168.11-C,
Vernalis	Crossing on Associated Dehydrators spur, BA-93.0,
Los Banos	Crossing 2nd and 4th Sts., on drill crossovers and storage tracks, BA-140.1, BA-140.2,
Firebaugh	Crossing 12th and 13th Sts., on drill and spur tracks, BA-166.2, BS-166.4-C,
Cromir	Crossing Shaw Ave. on team track, BA-170.2,
Helm	County road crossing on Holly Sugar Co. track, BAO-199.1.

Modesto: Trains or engines making westward movement on No. 2 Siding or Storage Track must stop before entering Kansas Avenue and must know that gates are down before entering crossing.

"STOP" signs installed east of Kansas Avenue.

Turlock: Switching must not be done over Main and Olive Street crossings between hours of 12 Noon and 1:00 PM.

No switching to be performed over Marshall Street except for spotting or removing of cars to or from industries served by these tracks.

Madera: Automatic warning devices at Yosemite Ave. and Sixth St., do not apply to back track which serves Valley Feed & Fuel Co.

At the following locations, trains moving under the provisions of Rules 771 and 776 must not enter the crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating:

Station	Location	MP
Lathrop	Lathrop Road	82.1
Modesto	Butchertown Spur	114.7
Turlock	Fulkerth Road	124.9
Arena	West Siding Switch (Arena Way)	139.0
Merced	"D" Street	151.3
Chowchilla	West Siding Switch (King St.)	168.0
Chowchilla	West Siding Switch (Robertson Blvd.)	168.1
Biola Jct.	Biola Branch (Old Highway 99)	208.5
Lodi	Woodbridge Rd.	105.1
Lodi	Lodi Ave.	102.1
Florin	Elder Creek Rd.	130.2

RULE 104. The normal position of rigid switches at the end of double track and at junctions, is as follows:

Ingle	Riverdale Branch, for Branch.
Fresno Yard	End double track, for westward track.
Fresno	Pratton line, for eastward main track.
Lodi	Woodbridge Branch, for Lathrop line.
Lodi	Yard track for Kentucky House Branch.

RULE 104-A. Tracy:

Westward freight trains approaching east end Tracy Yard must run expecting to find main track switch lined for movement into yard tracks.

RULE 105. Lathrop:

Manteca Track No. 1 extends from MP 96.73 to MP 97.72.

Calla siding extends from MP 97.74 to MP 99.44, is CTC controlled siding, capacity 171 cars. Crossover at west end Calla siding is equipped with dual control switch machines.

Westward absolute siding signal at west end Calla siding is three unit signal.

Top unit governs movements to Manteca Track No. 1.

Center unit governs movement to main track.

Lower unit, when displaying lunar aspect, governs movements to Manteca Track No. 1 per Rule 289.

RULE 221.

Fresno Yard is a train-order office only for trains originating.

Fresno is train-order office for Trains Nos. 51 and 52 only.

RULE D-251. Will apply as follows:

On eastward track: Lathrop to MP 92.2.

On westward track: MP 92.2 to MP 81.24.

RULE 286. Distant signals installed on sidings 2000 feet in advance of absolute signal governing movement out of CTC controlled sidings. When such signals display yellow aspect, train may proceed on siding not exceeding restricted speed, expecting to find siding occupied by preceding train.

Trains or engines from Oakdale Branch must not pass Signal D-913 displaying yellow aspect without permission from yardmaster at Stockton. Cars or engines must not be left on approach circuit which extends 500 feet in advance of Signal D-913.

RULE 289. Biola Junction: When lunar aspect is displayed in lower unit, trains may proceed on freight lead extension without stopping at restricted speed, expecting to find freight lead extension occupied by a preceding train.

RULE 291. Lathrop: Flashing yellow light governs movements to east or west leg of wye at Fresno end of wye.

Flashing yellow lights on eastward signal at west junction switch and westward signals at west junction switch on Fresno Line and Westward Main.

El Pinal: FLASHING YELLOW aspect on eastward absolute signals west of WP RR crossing on eastward track governs switching movements to eastward or westward main track.

FLASHING YELLOW aspect on westward absolute signal 1000 feet east of WP RR crossing on westward track governs switching movements to westward track.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A", "P-SA" or "P-I".

Eastward Signal	Protection	Westward Signal
	TRACY-FRESNO (PRATTON LINE)	
P-710	Spring switch, junction to Pratton Line, Tracy	
	Spring switch to yard, Tracy	P-829
P-1164	Flood detector at MP-116.60, Newman	P-1179
P-1372	Flood detector, MP-137.80, Volta	P-1387
	TRACY-POLK LINE	
	Spring switch to Freight Lead, MP-75.9 (Polk Line)	P-SA
	Spring switch, Stockton wye	P-I
	MERCED LINE	
P-1972	Spring switch, Crossover Biola Jct.	P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Tracy: Top unit of Signal P-710 governs movements toward Lathrop. Bottom unit governs movement toward Los Banos.

Signals 713, 825 and 827 are approach clearing. Signal 713 will revert to stop position when 600-ft. track circuit in front of station building is occupied for approximately four minutes. A second approach circuit is located 185 feet east of MacArthur Blvd. to clear Signal 713 for movements to continue.

Approach circuit to Signal 825 on Track No. 1 begins 185 feet east of MacArthur Blvd.

Approach circuit sign is north of main track 185 feet east of MacArthur Blvd.

Top unit of Signal P-829 governs movements on main track. Bottom unit governs movements to yard.

Signals 716 and 723 on Track No. 1 at crossover near MP 72 govern movements over crossovers to enter main track only. These signals will not be lighted when crossovers are lined normal. Time circuits are provided to cut out west control of Signal 716, 2 minutes and 40 seconds after crossover is lined; east control of Signal 723, 6 minutes and 10 seconds after crossover is lined; and west control of 736, 5 minutes and 20 seconds after crossover is lined. If signals fail to clear at expiration of time interval, Rules 509 and 510 will govern.

Top unit of Signal 735 governs movements on main track. Bottom unit governs movements into yard over crossover.

Top unit of Signal 736 on Track No. 1 governs movements to the freight lead. The center unit governs movements to the main track. The bottom unit, when displaying a lunar light governs movements to the Freight Lead per Rule 289.

Eastward trains moving on main track must not pass Signal 734 and eastward trains entering main track through crossover MP 73.5 must not pass Signal 736 until signal governing movement displays proceed indication or permission obtained from Train Dispatcher. When Signal 734 displays proceed indications, eastward trains on main track may proceed to Centralized Traffic Control limits MP 75.81, and when Signal 736 displays proceed indication, eastward trains entering main track through crossover are authorized to enter main track and proceed to Centralized Traffic Control limits MP 75.81, without timetable or train order authority and regardless of superiority of trains.

When westward P-SA Signal at MP 75.9 displays proceed indication, westward trains are authorized to proceed on main track to Signal 735, Tracy Yard, without timetable or train order authority and regardless of superiority of trains.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM—PUSH BUTTONS.

Tracy: Push buttons are located on Signal 827 on Pratton line, and instrument case east of MacArthur Blvd. on Lathrop line to clear signals over junction switch.

Push buttons are located on strument case opposite Signals 828 and 826, Pratton line, west of spring switch to yard.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Tracy	Junction switch MP-71.16 to Pratton Line	Polk Line
Tracy	MP-75.9 Freight Lead to Main Track	Main Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Biola Jct.	East Switch of Crossover	Freight Lead
Tracy	MP-82.98-Pratton Line to yard	Yard Track
*Stockton	West Leg of Wye	West Leg of Wye

*Has ground throw switch stand below plate at switch. Not equipped with target bearing letters "SS".

RULE 605. INTERLOCKING

Tracy: Limits extend from westward SA Signal at MP 70.68 to eastward SA Signal at MP 70.62 on the Niles line and to eastward SA Signal at MP 82.18 on the Martinez line.

Position of the junction switch between Niles Subdivision MP 70.66 and Martinez Subdivision MP 82.16 controlled by yardman from control panel located at the base of the Yardmaster's tower.

The junction switch between Niles Line MP 70.66 and Martinez Line MP 82.16 is equipped with a dual control machine. When necessary to hand throw this switch, permission must be secured from the Yardmaster and Rules 771 and 772 govern.

Interlocking portion of the SA signal controlled by Tracy Telegraph Operator.

The telegraph operator shall determine that switch has been lined for proper route before clearing a signal.

Stockton: AT&SF Crossing Sacramento and Taylor Streets:

Limits of Stockton Tower have been extended to include that portion of main track, siding, and crossovers on the AT&SF Railway to Commerce Street and signal indications supersede the superiority of train in both directions on both tracks. The movement of trains and engines in this territory under the control of Stockton Tower, who may issue instructions as required and must be advised in advance of any known condition that will delay the train or engine or prevent it from making usual speed.

Speed limit between Stockton Tower and Commerce Street is 20 MPH. Through turnouts and crossovers—12 MPH.

Following fixed signals and indications are effective in above specified territory:

RED	Stop and communicate with Stockton Tower for instructions.
FLASHING RED	Proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH.
RED OVER YELLOW	Same as flashing red.

S. P. movements entering AT&SF interlocking limits at Commerce Street may disregard the letter A on signal governing entrance thereto as it applies to WP movements only.

Following whistle signals will be observed at Stockton Tower.

From SP to AT&SF enroute Commerce Street	o - o.
For Middle Track	o - -.
For Old Siding	- - o o.
For Westward Main Track	o o - -.
For Eastward Main Track	- o -.

Enginemen of eastward trains that are to make through movement without stopping at Stockton Yard will sound whistle signal – – – 0 – – – while approaching Signal 876 east of W. P. Railroad crossing French Camp.

Stockton: WPRR crossing Weber Avenue and Union St.: Signals governing movements over WPRR track at MP 91.00 are under control of WPRR train dispatcher. When signals governing movement over crossing display stop indication after approach circuit is occupied or if signal governing movements out of Building Materials Distributors spur does not display proceed indication after switch and derail have been lined, a member of crew must contact WPRR train dispatcher for permission and instructions to operate push button time release.

Eastward trains via Oakdale Branch must not leave yard until authorized by yardmaster or his representative.

Polk: West switch and eastward signals operated by signal operator at Elvas, and their use governed by Sacramento Division special instructions.

Movements governed by dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

Dual control switches within interlocking limits are under the control of signal operator. When necessary to hand-throw these switches, permission must be obtained from signal operator and be governed by Rules 771 and 772.

At all interlockings, when route lined is not to be used, following engine whistle signal will be sounded: o o — o o.

RULE 663(b). When movements are made over dual control switches under provisions of this rule, dual control switches must be placed in hand position, hand operated in accordance with Rule 772, and locked until movement over the switch has been completed.

Signal Operator at Tracy may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making a facing point or tailing point movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

RULE 680. AUTOMATIC INTERLOCKING

French Camp, WPRR Crossing MP 87.85: Interlocking limits, interlocking signals 500 feet west of and 430 feet east of WP crossing on eastward main track. Interlocking signals 430 feet east of and 380 feet west of WP crossing on westward main track. Interlocking signals 240 feet west of and 210 feet east of WP crossing on the drill track.

Lyoth: WPRR crossing, MP 85.16. Limits extend from eastward SA Signal 825 feet west of crossing to westward SA Signal 590 feet east of crossing.

Signals are approach clearing, if movement over crossing is not completed within 8 minutes after train enters approach circuit, signals will revert to STOP position.

Approach clearing circuits are provided approximately 1050 feet in advance of eastward SA home signal and 500 feet in advance of westward SA home signal to clear signals for trains desiring to complete movement over crossing after signals have assumed STOP position due to expiration of the 8 minute time interval.

Cars or engines are not to be left standing on these circuits.

Push button time release in box marked "SP" and block indicator marked "WP" are installed near crossing.

Instructions for operating time release are posted in box.

If signals indicates STOP for train desiring to make movement over crossing, a member of crew will proceed to crossing to operate time release. If block indicator marked "WP" indicates block clear, press push button until yellow light appears, then release. Approximately 8 minutes later a red light should appear under the button and signal indicate proceed.

If signal does not display proceed indication after time release has been operated, if red indication light on home signal is displayed, train may proceed through interlocking limits.

If home signal indicates STOP and red indicator light is not displayed, train may proceed over crossing as provided in Rule 663(c).

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows:
S	post at east switch Covell	West Modesto	Take siding at West Modesto
S	Absolute Signal MP 114.9	Modesto	Take siding at West Modesto

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	Westward "A" MP-118.95	Ceres	"A" Signal west end Ceres
W	1227	Ceres	
H	1228	Turlock	"A" Signal MP-125.0
W	1206	Turlock	

When letter H is illuminated, train must be stopped before reaching location of readout and member of crew must open hot bearing detector box. When Letter W is illuminated train must stop and not proceed until indicator is extinguished. Telephone located near letter W.

Refer to Rule 705 All Subdivisions.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from eastward absolute signals at MP 75.81 on Tracy Line and westward absolute signal at MP 82.15 on Stockton Line, to westward absolute signal MP 199.32 Biola Junction, and are under control of Train Dispatcher at Bakersfield.

Lathrop: Eastward 3 unit signal MP 81.30 (west junction switch) governs movements as follows:

Top unit.........eastward main track
Center unit.........Merced Line
Bottom unit......westward main track
Flashing yellow, Rule 291.........westward main track or Merced Line.

Westward 3 unit signal MP 82.15 governs movements as follows:

Top unit.........westward main track
Center unit.......Merced Line
Bottom unit..........eastward main track

Movements across WP RR MP 93.72 under control of SP train dispatcher.

When absolute signals governing movements over crossing display "STOP" indication, member of the train crew must contact train dispatcher by telephone for instructions.

If signal cannot be cleared and there is no train approaching from either direction of WP RR, train dispatcher may authorize member of crew to operate push button time release in box marked "SP" located near the crossing as follows:

Press button until amber light is illuminated, then release. After interval of 5¾ minutes, red light should be illuminated, indicating time release has functioned and WP RR crossing is clear of conflicting trains.

If absolute signal does not then indicate proceed, train may proceed over WP RR crossing under provisions of Rule 776 without providing flag protection on WP RR.

If absolute signal does not display proceed indication and red light is not illuminated in push button box after time release actuated, train may proceed only as provided by Rules 663(c) and 776.

Instructions for operating emergency push buttons are posted in box marked "SP" at the crossing.

Modesto: Movements across TS Ry., MP 114.70, on main track and MP 114.92 on Butchertown spur under control of SP Train Dispatcher.

When absolute signals governing movements over crossing display stop indication, member of train crew must contact Train Dispatcher by telephone for instructions.

Absolute signals on Butchertown spur will not display proceed indication unless main track switch is lined for movement to Butchertown spur.

If signal cannot be cleared for main track or Butchertown movements and there is no train approaching from either direction on TS Ry., Train Dispatcher may authorize member of crew to operate push button time release in box marked "SP" located near the crossing as follows:

Push button time release for movements on main track is in box marked SP located near the crossing.

Pushbutton time release for movements on Butchertown Spur is in box adjacent to switch.

Movements on Main Track

Press push button until amber light is illuminated, then release. After interval of 6 minutes, red light should be illuminated, indicating time release has functioned and TS Ry. crossing is clear of conflicting trains.

If absolute signal does not then indicate proceed, train may proceed over TS Ry. crossing under provisions of Rule 776 without providing flag protection on TS Ry.

If absolute signal does not display proceed indication and red light is not illuminated in push button box after time release actuated, train may proceed only as provided by Rules 663(c) and 776.

Movement to Butchertown Spur

1. Press push button until amber light appears above push button.
2. SP. red light will be displayed immediately and electric lock released.
3. After 3 minutes, TS Ry. red light should be displayed indicating time release has functioned.
4. Reverse switch.

5. If absolute signal does not then indicate proceed on diverging route and red lights for TS Ry. and SP are displayed in push button box, train may proceed over crossing under provisions of Rule 776 without providing flag protection on TS Ry.
6. If absolute signal does not indicate proceed on diverging route and red lights for TS Ry. and SP are not illuminated in push button box after time interval, train may proceed only as provided by Rules 663(c) and 776.

Movement to Main Track

1. Press push button until amber light appears above push button.
2. After 3 minutes, TS Ry. red light should be displayed indicating time release has functioned.
3. SP red light should be displayed immediately or after an interval of 6 minutes indicating SP time release has functioned and electric lock released.
4. Reverse switch.
5. If absolute signal does not then indicate proceed, and red lights for TS Ry. and SP are displayed in push button box, train may proceed over crossing under provisions of Rule 776 without providing flag protection on TS Ry. and SP main track.
6. If absolute signal does not indicate proceed and red lights for TS Ry. and SP are not illuminated in push button box after time interval, train may proceed only as provided by Rules 663(c) and 776.

Instructions for operating emergency push buttons are posted in box adjacent to switch.

Biola Jct.: Westward absolute signal located on lead track governs movements as follows:

Top unit	freight lead extension
Center unit	through crossover to main track
Bottom unit	Biola Branch

When lunar aspect is displayed in lower unit, trains may proceed on freight lead extension without stopping at restricted speed, expecting to find freight lead extension occupied by a preceding train.

Stockton-Polk: Limits extend from signal 650 feet west of WP RR crossing, MP 92.30 to interlocking signal just west of west switch at Polk.

On the double track between west limits of CTC and east end of Akers, movements may be made in either direction on either main track being governed by block signal indication and Rules 509 or 510 as applied to single track will apply to both tracks.

El Pinal: Movements across WP RR MP 92.30 under control of SP train dispatcher at Bakersfield.

When absolute signals governing movements over crossing display "STOP" indication, member of the train crew must contact train dispatcher by telephone for instructions.

If signal cannot be cleared and there is no train approaching from either direction of WP RR, train dispatcher may authorize member of crew to operate push button time release in box marked "SP" located near the crossing as follows:

Press button until amber light is illuminated, then release.

After interval of 5¾ minutes, red light should be illuminated, indicating time release has functioned and WP RR crossing is clear of conflicting trains.

If absolute signal does not then indicate proceed, train may proceed over WP RR crossing under provisions of Rule 776 without providing flag protection on WP RR.

If absolute signal does not display proceed indication and red light is not illuminated in push button box after time release actuated, train may proceed only as provided by Rules 663(c) and 776.

Instructions for operating emergency push buttons are posted in box marked "SP" at the crossing.

Crossover switches are dual control switches and when necessary to hand throw these switches, Rules 771 and 772 will apply.

GENERAL REGULATIONS

RULE 825. Tracy: All freight trains entering Tracy Yard will tie no less than three hand brakes on the east end unless instructed otherwise by Yardmaster.

Train crews must not release brakes on outbound trains until engine is coupled and brake pipe charged.

RULE 830:

Turlock: City ordinance requires that in event of fire alarm being sounded any train blocking Main St. must clear crossing immediately.

Westward trains picking up will stop to clear "F" Street, MP-126.68. Those setting out on Corral Track may proceed to west end of yard, cutting Canal Drive, MP-125.7 if it appears delay will be excessive.

Eastward trains picking up or setting out will stop to clear Canal Drive, MP-125.7.

Los Banos: Westward freight trains making pick-up or set-out, must stop to clear Place Road which is first crossing east of Main Highway crossing (MP 141.3) east of Los Banos.

Eastward freight trains stopping to pick up or set out cars, will leave train west of Second Street crossing.

Dos Palos: Trains picking up, setting out, or performing station switching at Dos Palos must not block road crossing BA 153.1, east of station building.

Westward trains must leave train east of this crossing while performing work.

Madera: Eastward through freight trains when stopping to set out, leave train clear of Central Avenue crossing, and westward through freight trains clear of Olive Avenue crossing.

Lodi: Through freight trains picking-up or setting out will be governed as follows:

Westward trains must stop at Hill Signal east of yard and detach engine.

Trains with consist in excess of 75 cars and using controlled siding must arrange to immediately cut street crossings.

RULE 872. Enginemen taking charge of engines at Tracy will consider engines as having been amply supplied with water, fuel, sand, prescribed signals, tools, supplies and flagging equipment in serviceable condition.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of engines at Tracy will consider that condensation has been drained from reservoirs and from moisture and dirt collectors; that sanders are operating properly; that there are no flat spots on wheels.

RULE 17. Retaining valves must be used on freight and mixed trains without dynamic brakes in operation on descending grades as follows:

Toyon to ½ mile east of Valley Spring	1 retaining valve for every 75 tons in train.
MP 129 to Helisma	1 retaining valve for every 85 tons in train.

Freight and mixed trains with dynamic brakes and pressure maintaining system of braking being used and tonnage of train exceeding 1000 tons per four-axle unit or 1650 tons per six-axle unit must use retaining valves as follows:

Toyon to ½ mile east of Valley Springs	1 retaining valve for each 100 tons in train.
MP-129.00 to Helisma	1 retaining valve for each 125 tons in train.

FREIGHT TRAINS

RULE 22. Tracy: Trainmen must not couple air hose on outgoing trains at Tracy until train is made up and caboose and road engine are on train. Coupling caboose and road engine to train will be considered as an indication that the train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the caboose and road engine have been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

RULE 24-B. Tracy. When crew is changed, but train consist remains intact, incoming engineer after completing stop will make full service brake application leaving brakes applied. Outgoing engineer will release brakes and proceed without making prescribed test.

RULE 25. Will apply at Toyon.

RULE 33.

KENTUCKY HOUSE BRANCH

Maximum speed of freight trains must not exceed 20 MPH on descending grades when gross tonnage exceeds 85 tons per operative brake.

Eastward	Westward
MP 135.0 to MP 137.5	MP 120.0 to MP 135.0
	MP 137.5 to MP 142.84

MISCELLANEOUS

11. Load limit (car and contents):

*Tracy-Polk	263,000 pounds
Stockton-Montpellier	240,000 pounds
Woodbridge-Kentucky House	240,000 pounds
Galt-Ione	240,000 pounds
Tracy-Fresno	263,000 pounds
Ingle-Riverdale	250,000 pounds
Lathrop-Fresno	263,000 pounds

*Cars SP 463000 through 463499, maximum gross load per car is 260,000 pounds when operated in series.

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Modesto	6 (Water)
Turlock	6 (Water)
Merced	16 (Water)
Chowchilla	5 (Water)
Madera	9 (Water)
Elk Grove	9 (Water)
Peters	12
Claribel	18
Clay	8
Clements	10
Ingomar	16
Los Banos	23 (Water)
Mendota	20 (Water)
Helm	10 (Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description
104.3	Lodi	Mokelumne River bridge.............Side

SPECIAL INSTRUCTIONS – STOCKTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, LATHROP TO FRESNO:		
Thru switches and crossovers at Lathrop	25	25
On East leg of wye, Lathrop	25	25
92.83 to 93.07 (switches)	20	20
93.07 to 94.00	30	30
94.00 to 112.60	79	60
112.60 to 114.00	45	45
114.00 to 125.25	79	60
125.25 to 126.00	79	50
★126.00 to 126.30 (Turlock)	30	30
126.30 to 149.70	79	60
149.70 to 151.60	45	45
151.60 to 182.60	79	60
★182.60 to 184.50 (Madera)	45	45
184.50 to 199.28	79	60
199.28 to 201.89	50	50
201.89 to 201.93 (thru turnout)	25	25
★201.93 to 203.75	50	50
203.75 to 204.50	50	50
★204.50 to 205.50	20	20
EASTWARD, BIOLA TO BIOLA JCT.:		
199.93 to 208.62	40	40
EASTWARD, TRACY TO FRESNO:		
82.58 to 83.00 (jct. switch)	15	15
83.00 to 139.35	70	60
139.35 to 140.10	70	55
140.10 to 141.30	35	35
141.30 to 166.39	70	60
166.39 to 166.68	60	60
166.68 to 206.12	70	60
206.12 to 206.87	70	45
206.87 to 207.36 (jct. switch)	15	15
★207.36 to 208.40	20	20
INGLE TO RIVERDALE:		
181.97 to 215.00	..	35
EASTWARD, TRACY TO POLK:		
71.16 to 72.25	35	35
72.25 to 81.39	79	60
Thru switches and crossovers at Lathrop.	25	25
81.39 to 89.65	70	60
89.65 to 90.40	70	45
★90.40 to 91.40 (Stockton)	20	20
91.40 to 95.00	70	60
95.00 to 95.01 (thru turnout)	60	60
95.01 to 101.25	70	60
101.25 to 102.00	70	55
102.00 to 103.65	30	30
103.65 to 132.00	70	60
EASTWARD, STOCKTON TO MONTPELLIER:		
★90.95 to 93.10 (Stockton)	..	12
93.10 to 122.20	..	40
122.20 to 140.29	..	30
EASTWARD, LODI TO KENTUCKY HOUSE:		
103.51 to 121.40	..	30
121.40 to 132.30	..	25
132.30 to 139.70	..	15
139.70 to 142.84	..	25
EASTWARD, LODI TO WOODBRIDGE:	..	25
EASTWARD, GALT TO IONE:		
112.12 to 125.46	..	49
125.46 to 127.01	..	35
127.01 to 127.12	..	30
127.12 to 131.14	..	49
131.14 to 132.43	..	35
132.43 to 138.99	..	30

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, FRESNO TO LATHROP:		
★205.50 to 204.50	20	20
204.50 to 199.28	50	50
199.28 to 184.50	79	60
★184.50 to 182.60 (Madera)	45	45
182.60 to 151.60	79	60
151.60 to 149.70	45	45
149.70 to 127.05	79	60
127.05 to 126.30	79	50
★126.30 to 126.00 (Turlock)	30	30
126.00 to 114.00	79	60
114.00 to 112.60	45	45
112.60 to 94.75	79	60
94.75 to 94.00	79	50
94.00 to 93.07	30	30
93.07 to 92.83 (switches)	20	20
East leg wye, Lathrop	25	25
Thru switches and crossovers at Lathrop	25	25
WESTWARD, BIOLA JCT. TO BIOLA:		
208.62 to 199.93	40	40
WESTWARD, FRESNO TO TRACY:		
★208.40 to 207.36	20	20
207.36 to 206.87 (jct. switch)	15	15
206.87 to 166.68	70	60
166.68 to 166.39	60	60
166.39 to 142.05	70	60
142.05 to 141.30	70	55
141.30 to 140.10	35	35
140.10 to 83.00	70	60
83.00 to 82.58 (jct. Niles line)	15	15
RIVERDALE TO INGLE:		
215.00 to 181.97		35
WESTWARD, POLK TO TRACY:		
132.00 to 104.40	70	60
104.40 to 103.65	70	55
103.65 to 102.00	30	30
102.00 to 95.01	70	60
95.01 to 95.00 (Thru turnout)	60	60
95.00 to 91.40	70	60
★91.40 to 90.40 (Stockton)	20	20
90.40 to 81.39	70	60
Thru switches and crossovers at Lathrop.	25	25
81.39 to 72.25	79	60
72.25 to 71.16	35	35
WESTWARD, MONTPELLIER TO STOCKTON:		
140.29 to 122.30	..	30
122.30 to 122.20	..	10
122.20 to 93.10	..	40
★93.10 to 90.95 (Stockton)	..	12
WESTWARD, KENTUCKY HOUSE TO LODI:		
142.84 to 139.70	..	25
139.70 to 132.30	..	15
132.30 to 121.40	..	25
121.40 to 103.51	..	30
WESTWARD, WOODBRIDGE TO LODI:	..	25
WESTWARD, IONE TO GALT:		
138.99 to 132.43	..	30
132.43 to 131.14	..	35
131.14 to 127.12	..	49
127.12 to 127.01	..	30
127.01 to 125.46	..	35
125.46 to 112.12	..	49

★Regulated by City Ordinance. Light engines may make Column 1 speed not exceeding 70 MPH.

Do not exceed 15 MPH on main track between east (192.17) and west (191.74) house track switches at San Joaquin.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH, Fresno to Lathrop, via Merced, and Stockton to Polk; 60 MPH Fresno to Tracy via Los Banos and Tracy to Stockton, except through cities where speeds are regulated by City Ordinance, provided trains do not exceed:

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
70	70	110	62
75	69	115	61
80	68	120	60
85	67	125	58
90	66	130	56
95	65	135	54
100	64	140	52
105	63	145	50

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
On all yard tracks within city limits, Stockton	12
Through controlled sidings in CTC, except:	30
Through turnouts of these sidings	25
On Winery spur, Madera	25
On Spreckels Sugar spur, Manteca	10
Freight Lead, Biola Junction	30
Freight Lead Tracy from Banta Rd. to MP-75.9	30

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Kentucky House to MP 139.0 Toyon to Valley Spring MP 129 to Lodi	Lodi and Woodbridge	Galt to Edwin	Edwin to Ione	Ione to Edwin	Edwin to Galt
EP 624	3020-3035						
EP 418	3000-3009			1700	3450	1000	1000
AF 624	SSW 5150-5159, 5160-5162						
BS 412	2100-2157	100	4625	2450	5300	1000	1000
BS 615	5200-5202						
BS 615- BS 616B	187-190, 5205-5222, 5224-5226, 5243, 5245, 4901-4905	5000	4100	2350	5000	5000	5000
AS 616	SSW 2888-2890, 2850-2887	1000	5175				
ES 406	1000-1016						
ES 407	1023-1032	4000	1001	775	1725	4000	4000
AS 409	1200-1257, 1270-1281						
AS 410	1700-1845	4000		1250	1250	4000	4000
BS 412	SSW 2100-2157	4000		1675	1675	4000	4000
ES 408	1100-1128	4000	2300	1300	2850	4000	4000
ES 409	1170-1179						
FS 412	2350-2394						
GS 404	3, 4, 1652						
GS 407	5100-5120	3000	1450	825	1750	3000	3000

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Lathrop and Fresno	Biola Jct. and Biola	Tracy and Polk	Stockton to Montpellier	Montpellier to Stockton	Lodi to Wallace Toyon to MP 139.0	Wallace to Toyon MP 139.0 to Kentucky House	MP 139.0 to Toyon	Valley Spring to MP 129	Tracy and Fresno	Ingle and Riverdale
EP 620A	6000-6004, 6017											
EP 623A	6018											
EP 624A	6046-6054	3400	......	3400	......	......	......	......	......	......	3400	......
EP 418	3000-3009	3250	3250	3250	2250	3025	......	......	......	......	3250	......
EF 418	SSW 3641-3652, 3653-3727	3950	3950	3950	......	......	......	......	......	......	3950	......
AP 620A	6011, 6015, 6020-6045	3425	......	3425	......	......	......	......	......	......	3425	......
EF 415A	351-379, 6138-6470, SSW 925-975, odd nos.											
EP 415A	only, except:											
	with 61:16 gear ratio trucks	......	......	......	......	......	......	......	......	......	......	......
	with 60:17 gear ratio trucks	3750	......	3750	......	......	......	......	......	......	3750	......
EF 415B	525-551, 8022-8303, SSW 926-958, even nos.	3950	3950	3950	......	......	......	......	......	......	3950	......
EP 415B	only, except:											
	with 61:16 gear ratio trucks	......	......	......	......	......	......	......	......	......	......	......
	with 60:17 gear ratio trucks	3000	......	3000	......	......	......	......	......	......	3000	......
FP 624	3020-3035	......	......	......	......	......	......	......	......	......	......	......
AF 624	SSW 5150-5159, 5160-5162	5900	5900	5900	......	......	......	......	......	......	5900	......
EF 625	6900-6928	10000	10000	10000	7075	4625	2175	1350	2050	4125	10000	10000
AF 628	7100-7128	10000	10000	9225	7925	5250	2450	1450	2225	4600	10000	10000
EF 630	8400-8424	10000	10000	10000	8300	5825	2675	1525	2325	4875	10000	10000
EF 636	8800-8934	12000	12000	9375	8825	6925	2925	1575	2350	5100	12000	12000
KF 636	9106-9120											
AF 640	9150-9152	7625	......	7625	......	......	......	......	......	......	7625	......
KF 636A	9100-9105	7625	......	7625	......	......	......	......	......	......	7625	......
BS 412	2100-2157	......	3200	3200	......	......	2275	550	950	1475	3200	2525
BS 615	5200-5202, 187-190, 5205-5222, 5224-5226, 5243, 5245	......	5000	5000	3700	5000	3900	1000	1650	2600	5000	5000
BS 616B	4901-4905	5000	5000	5000	4000	5000	4200	1225	1800	2825	5000	......
AS 616	SSW 2888-2890, 2850-2887, 3800-3830,											
EF 618	3850-3966	7300	......	7300	5025	6775	......	......	......	......	......	......
AS 618	2950-2970	7700	......	7700	......	......	......	......	......	......	7700	......
AS 418	2900-2936	4050	4050	4050	2850	3800	3000	775	1300	2000	4050	......
AS 407	1023-1032	......	......	......	......	......	......	......	......	......	......	......
ES 406	1000-1016	......	1635	1625	1350	1850	1150	300	450	775	1625	1175
ES 409	1170-1179	3600	3600	3600	......	......	......	......	......	......	3600	......
AS 409	1200-1257	......	......	......	......	......	......	......	......	......	......	......
	1270-1281	......	......	......	......	......	......	......	......	......	......	2475
AS 410	1700-1845	......	2450	2450	2125	2850	2250	550	950	1450	2450	1775
FS 412	2350-2394	......	......	......	......	......	......	......	......	......	......	......
GS 404	3, 4, 1652	......	......	......	......	......	......	......	......	......	......	925
GS 407	5100-5120	2000	2000	2000	......	......	1475	4000	575	975	2000	1625

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN THE ENGINE RATING TABLE.

[illegible] CLASS	ENGINE NUMBERS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
EF 620A	6000-6006, 6017												
EF 621A	6015												
EF 624A	6046-6054	2400		2400								2400	
EF 409	3000-3006	3200	3250	3200	2250	3025						3200	
EF 415	SSW 2641-2650, 3650-3782	3900	3900	3900								3900	
AF 624A	6011, 6016, 6020-6045	8125		8125								8125	
EF 415A	351-379, 6156-6470, SSW 925-975, odd nos. only, except:												
EF 415A	with 61:16 gear ratio trucks												
	with 90:17 gear ratio trucks	3750		3750								3750	
EF 415B	325-451, 8021-8263, SSW 926-986, even nos. only, except:	3850	3850	3850								3850	
EF 415B	with 61:16 gear ratio trucks												
	with 90:17 gear ratio trucks	3000		3000								3000	
EF 621	8020-8088												
AF 624	SSW 5150-5164, 5160-5162	3900	3900	3900								3900	
EF 626	8900-8928	10000	10000	10000	7075	4525	2175	1350	2050	4125		10000	10000
EF 636	7100-7125	10000	10000	9225	7050	5250	2450	1450	2225	4600		10000	10000
EF 640	8400-8124	10000	10000	10000	8300	5825	2675	1525	2225	4875		10000	10000
EF 635	8800-8824	12000	12000	9975	8625	6025	2925	1675	2350	5100		12000	12000
EF 596	9105-9120												
EF 640	9150-9162	7625		7625								7625	
EF 728A	9100-9105	7625		7625								7625	
DS 612	2100-2157		5200	5200			2275	400	950	1475		5200	5225
RS 616	5900-5203, 130-199, 5205-5222, 5224-5226, 5246, 5216		5000	5000	2700	5000	2900	1000	1650	2000		5000	5000
RS 616B	4601-4904	5000	5000	5000	4000	5000	4200	1225	1800	2825		5000	
AS 616	SSW 2656-2690, 2950, 3517, 3640-3650,												
ET 618	3850-3868	7200		7200	5625	6275							
AS 618	2950-2970	7700		7700								7700	
AS 418	2901-2906	4050	4050	4050	2950	3500	3100	775	1200	2000		4050	
AS 407	1029-1032												
ES 408	1900-1916		1525	1525	1350	1300	1120	300	450	775		1525	1175
ES 409	1170-1175	2600	2600	2600								2600	
AS 409	1200-1267												
	1270-1281												2425
AS 410	1780-1844		2450	2450	3125	2600	2250	590	900	1400		2450	1775
ES 417	2250-2254												
GS 401	3, 4, 1683												925
OS 407	3100-3120	2000	2000	2000			1420	3000	575	915		2000	1625

ON BRANCH LINES, UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN THE ENGINE RATING TABLE.

J.J.W.
JJW
JAN 3 1967

~~J P Griffin~~

JAN [illegible] - 1967

SOUTHERN PACIFIC COMPANY

A-8106
520-323

Bakersfield, December 30, 1966

TIMETABLE BULLETIN NO. 13
TIMETABLE NO. 206
SPECIAL INSTRUCTIONS NO. 15
SAN JOAQUIN DIVISION

ALL CONCERNED:

Effective 12:01 AM, January 1, 1967, the Southern Pacific Company will assume operation of the Sunset Railway Company.

RULE 93. Yard limits are established between Gosford and end of branch at Taft.

SPEED RESTRICTIONS FOR TRAINS. Add:

Between Gosford, MP 0.0 (Zero) and Pentland, MP 27.7......	30 MPH
Between Pentland, MP 0.0 (Zero), and MP 2.5(Taft Branch)..	15 MPH
Between MP 2.5(Taft Branch) and Taft, MP 8.8..............	20 MPH

CONNER-GULF. Look out for impaired side and overhead clearances, poor footing, excavations, falling objects, projections, contractor's materials and equipment, Millux Road overhead, MP 10.65.

LEVEE-PENTLAND. Do not exceed 5 MPH over shoo-fly between MP 24.5 and MP 25.0.

PENTLAND. MP-27.5. Double ended track 1800 feet in length serves Monolith Portland Cement Company. Gondola cars only permitted to enter loading ramp. Account impaired side and overhead clearance, crews must observe red light and also signs 25 feet in advance of loading ramp, from each end, reading:

"TRAINMEN MUST NOT OPERATE
BEYOND THIS POINT "

If red light is illuminated, cars must not be shoved beyond light. If red light is not illuminated, cars may be spotted at loading ramp.

RULE 82-A. Sunset Railway Company trains operating on Sunset Railway Company tracks east of MP 0.0 (Zero), Gosford, will move only by train order authority except between Garintee, MP 6.0, and Millux, MP 14.6.

TIMETABLE BULLETIN NO. 13
TIMETABLE NO. 206
SPECIAL INSTRUCTIONS NO. 15
SAN JOAQUIN DIVISION

SUNSET RAILWAY

SP Milepost Location	Station No.	Station	Sunset Milepost Location
314.0	28405	Kern Junction	
315.0	28410	Bakersfield Corrals	
316.0	28415	Kayandee	
317.0	28420	Strader	
319.0	28425	Wible Orchard	
322.6	28435	Gosford	0.0
328.0		Del Kern	5.4
328.6	28445	Garintee	6.0
329.8	28450	Lyla	7.2
332.6	28455	Conner	10.0
334.9	28460	Gulf	12.3
337.2	28465	Millux	14.6
340.9	28470	Levee	18.3
350.3	28480	Pentland	27.7 0.0(Taft Branch)
359.1	28490	Taft	8.8 " "

W. C. MORRIS
Superintendent

Posted________________(Time)________________(Date)________By________(Initials)

STOCKTON SUBDIVISION

EASTWARD						WESTWARD			
FIRST CLASS						FIRST CLASS			
53 Sacramento Daylight Leave Daily	52 San Joaquin Daylight Leave Daily	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Fresno	365 Advance Starpacer Arrive Daily	54 Sacramento Daylight Arrive Daily	375 Starpacer Arrive Daily	51 San Joaquin Daylight Arrive Daily
PM 2.30	AM 9.45	82.9 71.5	Yd. Lmts. TO-R **TRACY** BKDYP Automatic Block Signal System	25300	122.6		AM s 10.20		PM s 3.22
s 2.50 PM	s 10.05	81.5 92.9	**LATHROP** YP Centralized Traffic Control	26620	112.6	AM 6.10	10.05 AM	AM 9.25	s 3.10
		96.8	**MANTECA** P	26720	108.7				
		99.4	171 **CALLA** P	26723	106.1				
		103.3	**RIPON** P	26729	102.2				
		108.0	171 **COVELL** P	26739	97.5				
		110.9	**WEST MODESTO** P	26745	94.6				
	s 10.28	113.1	R **MODESTO** BKP	26750	92.4				s 2.41
		117.4	171 **CERES** P	26775	88.1				
	s 10.42	126.2	R **TURLOCK** P	26790	79.3				s 2.23
		129.6	171 **ALCANT** P	26805	75.9				
		136.4	**LIVINGSTON** P	26815	69.1				
		139.8	171 **ARENA** P	26822	65.7				
		143.2	**ATWATER** P	26829	62.3				
		147.4	171 **FERGUS** P	26834	58.1				
	s 11.06	150.5	R **MERCED** BKP	26840	55.0				s 2.00
		156.6	171 **LINGARD** P	26867	48.9				
		168.2	171 **CHOWCHILLA** P	27005	37.3				
		179.2	171 **NOTARB** P	27019	26.3				
	s 11.35	183.9	**MADERA** P	27025	21.6				s 1.24
		190.2	171 **IRRIGOSA** P	27033	15.3				
		199.2	Yard Limits 128 R **BIOLA JCT.** P	27300	6.3				
		201.8	TO-R **FRESNO YARD** BKDYP DT	27325	3.7	4.05 AM		7.20 AM	
	s 12.01 PM	205.5	TO-R **FRESNO** BKDYP	27330	0.0				12.59 PM
Arrive Daily	Arrive Daily		(122.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
53	52					365	54	375	51

EAST-WARD ↓			WEST-WARD
Mile Post Location	Biola Branch STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distane from Biola Jct.
200.5	**BIOLA**	27315	8.1
208.6	R **BIOLA JCT.** IP	27300 ↑	0.0
	(8.1)		

ADDITIONAL STATIONS				
Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
20W	..	106.4	Salida. . . . . (Spur)	26734
6W	..	120.8	Keyes. . . . . (Spur)	26779
20W	..	131.9	Delhi . . . . (Spur)	26810
21W	..	151.9	Creegan . . . . (Spur)	26861
33	P	160.5	Athlone	26872
50	P	176.5	Berenda.	27015
25	P	186.7	Borden	27039
			BIOLA BRANCH	
4W	..	202.5	Raco . . . . (Spur)	27312

STOCKTON SUBDIVISION

	EASTWARD			Mile Post Location		STATIONS SIDING CAPACITIES AND FACILITIES		Station Number	Distance from Polk	WESTWARD		
	FIRST CLASS									FIRST CLASS		
	53	375	365							54		
	Sacramento Daylight	Starpacer	Advance Starpacer							Sacramento Daylight		
	Leave Daily	Leave Daily	Leave Daily							Arrive Daily		
	PM 3.10	AM 10.25	AM 6.10	81.5	Automatic Block Signal System	W-79 **LATHROP** YP	Dbl. Track	26620	50.5	AM s 9.45		
	s 3.30			90.9		Yd. Lmts. R **STOCKTON** BKDIYP		26420	41.1	s 9.30		
				93.9		**AKERS**		26415	38.1			
	s 3.49			103.3		129 **LODI** BKYP	Centralized Traffic Control	26220	28.7	s 9.10		
				106.2		171 **ACAMPO** P		26211	25.8			
				111.7		R **GALT** P		26038	20.3			
				115.5		171 **NEED** P		25032	16.5			
				122.9		171 **ELK GROVE** P		26022	9.1			
				129.0		**FLORIN** P		26014	3.0			
		11.50 AM	7.25 AM	132.0		Yd. Lmts. **POLK** IP		26000	0.0	8.40		

Time at Sacramento for information only.
See Sacramento Division timetable for train movements between Sacramento and Polk.

	4.35 PM					**SACRAMENTO**		23050		8.25 AM		
	Arrive Daily	Arrive Daily	Arrive Daily			(61.2)				Leave Daily		
	53	375	365							54		

EAST-WARD ↓ Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD ↑ Distance
	Oakdale Branch		
90.9	Yd. Lmts. R **STOCKTON** BKDIYP	26240	48.9
139.8	**MONTPELLIER** P	26598	0.0
	(48.9)		
	Kentucky House Branch		
103.5	Yd. Lmts. R **LODI** BKYP	26220	39.1
107.1	R **VICTOR** P	26309	35.5
142.6	**KENTUCKY HOUSE**	26355	0.0
	(39.1)		
	Woodbridge Branch		
103.4	Yd. Lmts. R **LODI** BKYP	26220	2.4
105.8	**WOODBRIDGE**	26230	0.0
	(2.4)		
	Ione Branch		
111.7	R **GALT** P	26038	27.1
138.8	28 **IONE** P	26140	0.0
	(27.1)		

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
35	P	86.1	French Camp	26610
..	P	92.7	El Pinal	26417
20W	..	96.6	Castle (Spur)	26411
6E	P	98.1	Tomspur (Spur)	26408
31E	P	105.1	Urgon (Spur)	26213
			Oakdale Branch	
34	..	98.3	Walthall	26513
..	..	103.8	Peters	26521
8W	P	108.2	Farmington (Spur)	26526
18W	..	120.6	Adela (Spur)	26542
50	P	122.4	Oakdale	26550
46	..	126.3	Claribel	26580
50	..	132.4	Waterford	26587
10W	..	134.0	Hickman (Spur)	26591
			Kentucky House Branch	
..	..	105.2	Brandywine	26305
18	P	110.7	Lockeford	26314
..	..	114.7	Clements	26321
12W	..	126.4	Helisma	26334
7	..	130.2	Valley Spring	26339
11	..	134.7	Toyon	26345
			Ione Branch	
19	..	122.0	Clay	26112
38	P	132.3	Carbondale	26124
22	..	134.4	Indian Hill	26127
27W	P	134.8	Edwin (Spur)	25129
14W	..	137.7	Dagon (Spur)	26137